THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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SHALL WE LET BELGIUM STARVE?

THE WORD now comes from the relief-workers in Belgium that the supplies so far received are "entirely insufficient" to meet this great national tragedy. When a nation hungers, heroic measures are called for. "Every day's delay means an increasingly heavy toll in sickness, suffering, and death," declares the Belgian Relief Committee, and the American Consul at Antwerp says in a letter to Henry Van Dyke, American Minister at The Hague, that "it seems that Belgium will have to face the danger of famine much earlier than any of us thought it would." "If in Belgium a population of six millions is to be kept alive," says the Women's Committee, "food must be sent and at once."

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WHO WILL FEED THESE BELGIAN REFUGEES THIS WINTER?

Prompt and generous action is plainly needed. The need sends its cry to every heart. How shall we meet this appeal? We believe we know our readers when we say that every one of them is thrilled with pity and is anxious to send food to the hungry ones. So we have decided to ask our great family of readers, all over the world, to join hands in this great life-saving crusade.

What is needed? Bread. What shall we send? Let every one of us send a barrel of flour, ten barrels, fifty barrels, a hundred barrels, five hundred barrels! We will start the barrels rolling with a contribution of five hundred barrels. Who will match it? We hope to print a goodly list of the well-to-do readers of our magazine who will meet or, better, outdo it.

And the one-barrel gifts! Each barrel may, in fact *will*, save a life. Every pound will make a loaf and a quarter of bread. Every barrel will feed a family of five for two months. What a message of love and life will go to Belgium in every barrel! Some child, some poor widow, some aged man or woman is waiting now for your barrel. Send a hundred barrels and save a hundred families this winter. The relief committees are guaranteeing that 100 per cent. of the food supplies shall reach the starving Belgian women and children. Every barrel will reach Belgium without any further transportation charges from New York. We shall see to that. Reports have it that England, Holland, and France are already caring for 1,500,000 of the refugees. Disputes about the war have no place now. When babies are starving, it is no time for acrimonious discussions. Save the babies, and discuss afterward.

Flour varies in price per barrel, but $5 will send one, and we will rate our campaign on that basis.

Let us send a cargo of 20,000 barrels of flour to Belgium at the earliest possible moment. He gives twice who gives quickly!

The wife of the Minister of State of Belgium says in an address to the women of America:

> "Seven out of the nine provinces that go to make the Kingdom of Belgium have been devastated by the most dreadful war known to history. Thousands and thousands of people have nothing in the world left, not a roof over their heads, no money, no clothes, and no chance of earning a living of any sort.
>
> "The sight of the poor refugees streaming into Antwerp, women with babies in their arms, their older children clinging to their skirts, men wheeling their decrepit fathers in wheelbarrows or helping along a crippled brother or son, is more pitiable than any words can express."

That was before Antwerp fell. Conditions have grown worse since then, and will continue to grow worse until help comes.

Ask your friends to join you in this life-saving crusade. Clergymen can ask their congregations to unite in a gift of 100 or 500 barrels. Sunday-school classes can give one, five, or ten barrels.

This is Thanksgiving week. What could crown it more gloriously than to sit down *to-day* and send your gift to those whose Thanksgiving day was a day of hunger and cold?

All contributions will be acknowledged in our columns.

Address: Belgium Flour Fund, Literary Digest,
354 Fourth Avenue, New York City.

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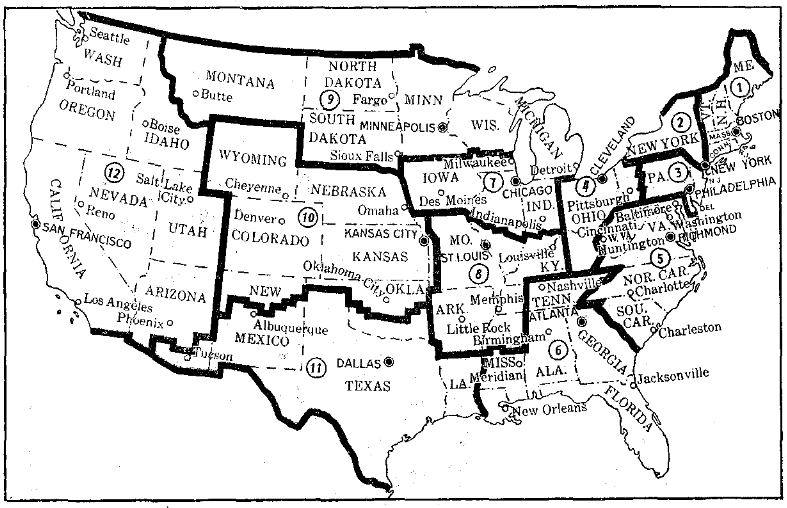
TOPICS OF THE DAY

A NEW START IN NATIONAL FINANCE

A NEW ERA in the history of American finance, the press agree, begins with the opening of the Federal Reserve Banks; and the 16th of November, observes Mr. Paul M. Warburg, of the Reserve Board, "may be considered as the Fourth of July in the economic life of the United States." Besides being a new departure equaling in historic importance the destruction of the Second United States Bank by Andrew Jackson, and the inauguration of the national banking system during the Civil War, the auspicious opening of the new banks is taken by the newspapers as both evidence of, and a powerful influence toward, a revival of business, especially when they consider it in connection with the reopening of the New York and New Orleans Cotton Exchanges and the increase of security dealings in various centers. Bankers all over the country predict a restoration of good times with the release of millions in cash and credit reserves. Secretary McAdoo announces that the day of panics is past. President Wilson congratulates the Secretary on the adoption of a "constitution of business peace"; in the series of legislative acts establishing the "new freedom," declares the President, "the means by which credit has been set free is at the heart of all these things, is the key-piece of the whole structure." The 16th of November, we may note with the New York *World*, marked "the settlement of a controversy more bitter than any other, except slavery," the struggle between the experts advocating financial centralization and the popular distrust of monopolies of money and credit. We have compromised a struggle as old as the Constitution, says *The World:*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THE FEDERAL RESERVE MAP.

Showing the twelve Reserve Bank cities and the boundaries of the districts they serve.

> "In the Regional Banks we are to preserve all that was good in the early banks of the United States. In the member banks we safeguard all that has been desirable in the national banks. In the Federal Reserve Board at Washington we have a necessary regulating authority that has the fullest public confidence."

It has taken time, as the Cleveland *Plain Dealer* points out, to get the new system started:

> "The act establishing the system was signed by the President on Christmas eve last year. Then came the selection of reserve cities. The President's choices for members of the Central Reserve Board were announced in May and the Board itself organized in August."

Now, because of the financial situation resulting from the European War, we read in the New York *Commercial's* Washington correspondence, the Federal Reserve Board has hastened to open the banks for a limited exercise of their functions. Little business, the New York *Globe* hears, will be attempted before the middle of January. There will be no haste, says the New York *Journal of Commerce*, toward the full exercise of the banks' functions. Reserve deposits will be made in instalments, and the discount and currency operations of the system "are expected to get into effect at once and increase in volume as it gets settled down to regular working. Three years will be required for a complete adjustment to the new reserve basis." At present, the *Commercial's* correspondent notes, the operations of the banks will be limited to the following:

> "1. Acceptance of deposits of reserves payable in lawful money.
> "2. Discounting of bills of exchange and commercial paper.
> "3. Acceptance of deposits of checks drawn by member banks on any Federal Reserve Banks or member banks in reserve and central reserve cities within their respective districts.
>
> "The Federal Reserve Board, in preparation for the opening of the banks under the foregoing limitations, has fixt rates of rediscount for the twelve banks, defined commercial paper, fixt general rediscount policy, drafted by-laws for the banks, and attended to other pressing matters of detail incident to the opening."

So, *The Commercial* comments editorially:

> "This country now possesses a scientific credit and currency system the lack of which has been the cause of the panics of the past in so far as they drove money out of circulation and closed the doors of solvent banking institutions. We now have the tools with which to work. One of the leading Wall Street banks has just set up a branch bank in Buenos Aires, and the whole world is open for similar enterprises if other banks wish to extend their business into the foreign field, as this one is doing."

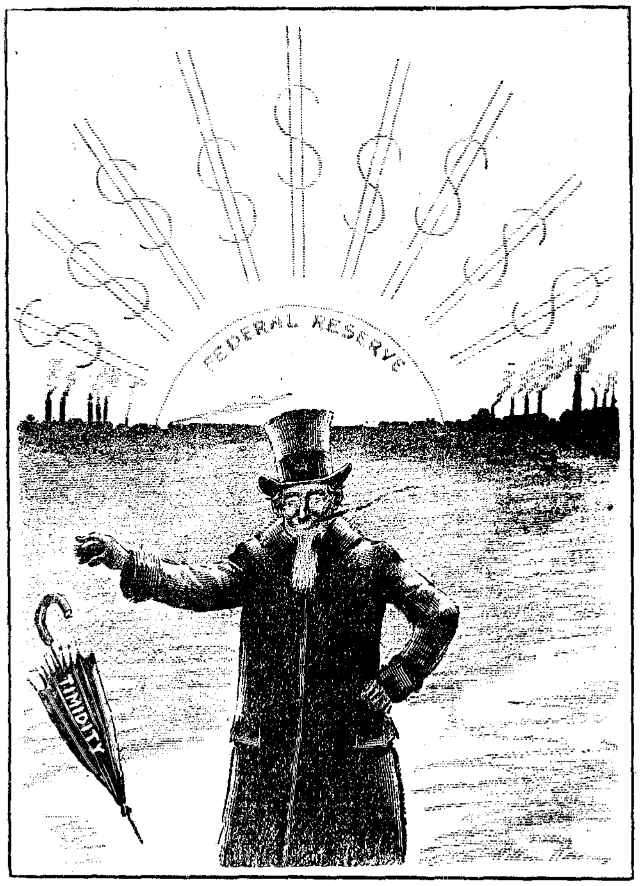
The new banking system, the New York *Globe* succinctly informs its readers, will accomplish these definite results:

> "It will release some $400,000,000, now tied up by reserve requirements, as a foundation for fresh loans; it will further greatly expand credit facilities by its provision for the rediscount of commercial paper; it will allow a complete, instead of only a partial, mobilization of free United States Treasury resources; finally, by means of the control over note issues as well as through the use by the regional banks of their own reserves, the transfer of money and credit from one part of the country to the other will be rendered far easier, and there will be no such wide disparity as has existed hitherto between interest rates in different localities."

After denying, as do several papers, the sanguine predictions that the new banking system necessarily means the end of panics in the United States, since many potential causes of panics lie outside the currency domain and can not be safeguarded against by any system, the St. Louis *Republic* goes on to show in what respect the national banks are better off than they were before:

> "Under the National Banking Act a bank might have its portfolio full of the best notes known to the commercial world, every one worth 100 per cent., and yet be obliged to close its doors, to the great harm of the business community. Under the National Banking Act a bank might have a large sum of cash in its vaults when panic impended and yet be forbidden, under the law, to make such rational use of that cash as alone could

> avert panic. Under the National Banking Act a bank in pressing need of cash might go down to ruin with plenty of idle money lying in the vaults of other banks in the region, and yet those other banks be helpless to come to its rescue. Under the National Banking Act the country, in a time of overconfidence on the part of investors, might go gaily on its way, preparing for the inevitable period of sudden alarm and violent contraction, and yet there be no effective way in which the sober judgment of far-seeing men in the financial centers could intervene to prevent.
>
> "Under the new law the solvent bank will not go to ruin. When the banker's cash gets low he can use some of his good notes for 'rediscount'—which practically means sale—at the Federal Reserve Bank. Under the old law the banker long on good notes and short on cash had nowhere to turn. To-day he will turn to the Federal Reserve Bank.
>
> "There will be no more failures of solvent banks when neighbor banks have plenty of money but can not use it to save the threatened institution because of the reserve requirements. Under the old law each bank kept its own little reserve. Under the new law the Federal Reserve Bank combines many small reserves into one big reserve."



SUNBEAMS.

—Harding in the Brooklyn *Eagle*.

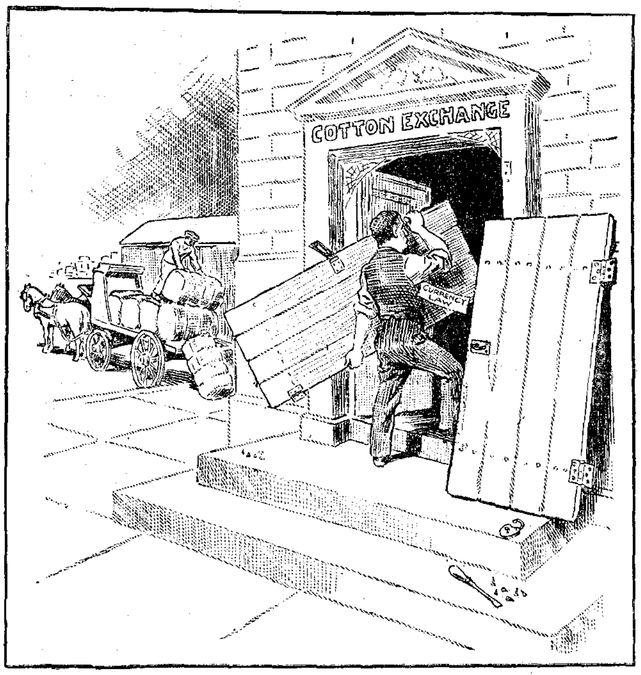
The crowning merit of the new system, in the opinion of the Providence *Journal* and Syracuse *Herald*, lies in the adoption of the principle of an "asset currency." In the Rhode Island paper's phrase, "Government bonds will give place to 'commercial paper' as a basis for a great volume of the currency—a live and elastic security for an inactive one fixt in quantity." The reserve banks, *The Journal* also points out, "will take on a relatively new function, that of rediscounting," the object being "to permit the fullest employment of every dollar." Both of these functions are explained by the editor of the New York *Journal of Commerce*, a high authority on banking. He says:

> "One of the most useful results of the transition from the old system to the new, and one which will be immediately availed of, is that of giving greater mobility to one of the chief assets of sound banking, the commercial paper held as security for current business loans. This, as defined and prescribed, will have a character of practically assured safety. At first this paper, offered by member banks for rediscount by the reserve banks, may be deposited with the reserve agents and count as one-half the reserve to be there deposited. This is one of the features of operation that should be conducted with care, as it will in itself be a substitution of credit for cash in reserves, and it is doubtful how far it should be carried. Weakening reserves by mingling cash and credit and making the former do double duty is a questionable policy at best. Of this discounting and rediscounting process, much is expected in the way of facilitating exchange operations in domestic trade. A very useful development is likely to come of it under the competent management which we have a right to expect.
>
> "Another feature of the new system of which much is to be expected is that of supplying an elastic element in the circulating currency of the country. This will be put to a test under a supervision in which we have reason to feel confidence. Our bond-secured bank-notes will remain for a long time as the main body of the credit currency, but they will be gradually diminished in volume while the requirement for such currency is likely to increase. The result will be an elastic margin of the new Federal reserve notes, which will expand and contract according to the requirements of business, as they may be issued in the rediscount of commercial paper, which must be deposited as security and will be constantly maturing and being replaced, and must be redeemed in gold coin on demand, a reserve of 40 per cent. being held for the purpose, and the Government credit also standing behind the notes with an obligation of final redemption in gold. There is no reason to apprehend that this will not be an entirely safe as well as useful credit currency. It will be especially useful in meeting the fluctuating requirements of the 'crop-moving season.' . . . . . .
>
> "Among other useful functions which the new banking system is expected to exercise is that of facilitating foreign exchange by dealing in acceptances and bills of exchange based upon export and import transactions. In connection with this, member banks with a capitalization of a million dollars or more are authorized to establish branches abroad."

Never again, says the New York *Times*, "will there be an insufficient supply of currency because Government bonds were not available as a base. Never again will there be an excess of currency because it has been issued for necessity and there was no way to retire it." *The Times* further notes that under the new system "there are to be no unlimited issues of credit":

> "Currency will not be printed for the erection of buildings, the enlargement of plants, and for correcting heart-failure in business. The new credit will be accessible for the most part only to those who are making money by production and distribution of goods. Those who fancy that they can make millions by borrowing millions must look elsewhere."

In the Boston *News Bureau*, Mr. C. W. Barron gives figures to show that the Secretary McAdoo announces that $400,000,000 of bank reserves is released on the establishment of the reserve system, the actual net amount should be something below $300,000,000. The regional banks, says the Springfield *Republican*, may exhibit two weaknesses in the course of time: one from its very structure, the other "from the character of the Government and people behind it." Yet *The Republican* has ample faith in the character of the present Reserve Board, and also believes that, as the nation develops in commerce, unsound currency agitation will be less and less effective. As for the other weakness, "it must be conceded that, for the purposes of unified control in mobilizing a nation's banking power, the regional banks will not be quite so efficient as a single central institution." But the American prejudice against such a bank is too strong to be combated successfully, and through the Reserve Board's powers the country will enjoy most of the advantages of centralized banking. At any rate, "for the present, bankers generally seem disposed to put aside personal preferences, and, recognizing that the regional system best expresses the Federal character of the nation to-day and the sectional bias of various parts of the country, are glad to cooperate in making the departure a success." And *The Wall Street Journal* is but one of a number of papers to hail "the hearty support and cooperation extended by the national bankers" as one of the most gratifying sights in connection with the opening of the twelve reserve banks. The "sound and broad-gaged" instructions issued by the Reserve Board are, in the New York *Sun's* opinion, another token of the happy auspices under which the new system opens for business, and they "constitute solid reasons for confidence in the prospect of business recovery, which are reenforced by other current facts of great moment." This belief that the new system will help mightily in bringing better times is shared by editors in all sections of the country.



RESUMING BUSINESS.
—De Mar in the Philadelphia *Record*.

The inauguration of the Federal Reserve Act—according to the Boston *News Bureau*, "the broadest and most beneficent piece of legislation which this generation has seen put upon the statute-books of this country"—is deemed by some a more important step than the establishment of the national banks under Secretary Chase, and will, in the opinion of the Springfield *Republican* and Brooklyn *Citizen*, probably go down in history as the greatest achievement of the Wilson Administration. For the fruitful result of so many years of investigation, agitation, recommendation, and temporary legislation, President Wilson, according to the New York *Evening Post*, deserves the chief credit. Yet the New York *Times* would have us remember the work done by ex-Senator Nelson W. Aldrich, as head of the Monetary Commission which paved the way for the final legislation under Democratic auspices. Congress, it says, eventually "prepared a better and sounder bill than the Aldrich, or as it was later known, the Commission Bill; many needed changes were made. But the name of Senator Aldrich will be associated with the new banking system as the name of Huskisson is associated with the evolution of the currency system of Great Britain, as the name of Hamilton is associated with the foundation of our public credit."

The following statistics regarding the new banking system are taken from the New York *Herald:*

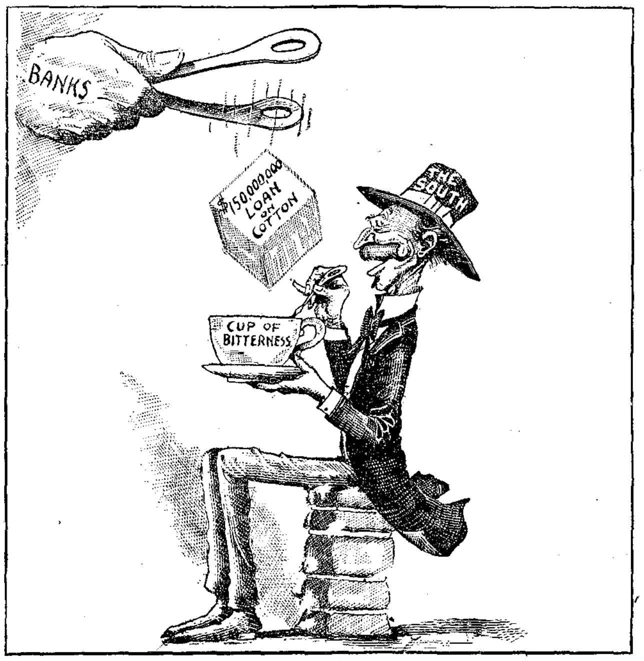
District	*Location of Reserve Bank*	*Capital (Authorized)*	*Area, in Square Miles*	*Population*	*Number Member Banks*
1	Boston.........	$9,711,900	66,465	6,557,841	441
2	New York.......	19,931,700	49,170	9,113,279	480
3	Philadelphia.....	12,501,500	39,865	8,110,217	758
4	Cleveland.......	12,101,700	183,995	7,961,022	764
5	Richmond.......	6,387,400	173,818	8,519,313	496
6	Atlanta.........	4,670,600	233,860	6,695,341	381
7	Chicago.........	12,687,700	176,940	12,630,383	971
8	St. Louis........	4,987,500	146,474	6,726,611	459
9	Minneapolis.....	4,811,000	437,930	5,724,895	709
10	Kansas City.....	5,530,300	509,649	6,306,850	837
11	Dallas..........	5,698,900	404,826	5,310,561	754
12	San Francisco....	7,775,400	693,658	5,389,303	521
	Totals........	$106,795,600	3,116,650	89,045,616	7,571

KING COTTON CONVALESCING

When the New York Cotton Exchange opened successfully on November 16 for the first time since July 31, the cotton market benefited at once, say the press experts, prices were stabilized, and the South was relieved of the shadow of complete disaster which has been hanging over it for many weeks. What is no less important in the eyes of all observers of business conditions, "Wall Street took on an air of revived prosperity." As the New York *Commercial* noted the next day, "there seemed to be more stirring; commission-houses which had been idle, or almost idle, for many weeks were the centers of attraction for customers again; brokers, clerks, and runners had an occupation once more, and there was generally more hustle and rush than the financial district has seen in many weeks." In short, says the New York *Evening Post*, "people down-town believe that business is going to return." And consequently there is much talk of reopening the Stock Exchange at an early date. It should be noted that the New Orleans Cotton Exchange also opened on the 16th, and that the stock markets of Chicago and several smaller cities are doing an unrestricted business. Hence, viewing so much of our every-day financial and commercial machinery again at work, and noting likewise the steadying influence of the new banking system and the growth of our export trade, such representative papers as the New York *World*, *Sun*, *Tribune*, and *Commercial*, Boston *News Bureau*, and Philadelphia *Record* agree that the worst of the havoc wrought by war upon American business is over.

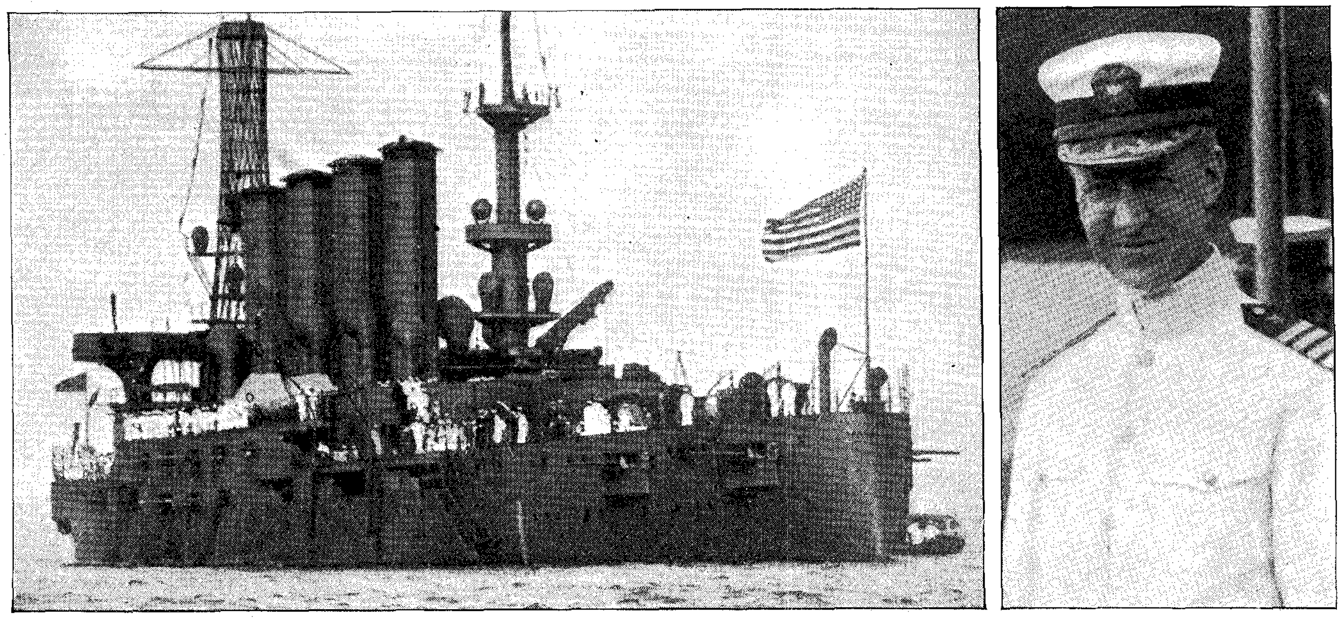
The opening of the New York Cotton Exchange had, as the New York *Commercial* observes, an international interest. The South, the cotton trade, and the textile-mill interests wanted answers to several important questions:

"They wanted to know what cotton would sell for in an open, unrestricted market in war-times such as we are having now. They also wanted to know what value to place on the new style cotton contract which the enactment by Congress of a law regulating cotton markets has brought into the already complicated situation, and, above all, they wanted to know whether the public would come into the market and buy cotton for an investment."



"SWEET'NIN'."
—Donnell in the Los Angeles *Tribune*.

When the market opened, there were "no fireworks or failures" and prices advanced to a point slightly above that of recent private sales, but still considerably below the quotations



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THE UNITED STATES CRUISER *TENNESSEE* AND HER COMMANDER, CAPTAIN BENTON C. DECKER.

of the last exchange transactions in July. On the whole, the financial experts consider the resumption of trading very satisfactory—especially so, says *The Commercial*, "to Wall Street banking interests, as well as to the foreign-exchange market, and also to the general cotton trade." With this agree Cotton Exchange officials and bankers quoted by the New York papers.

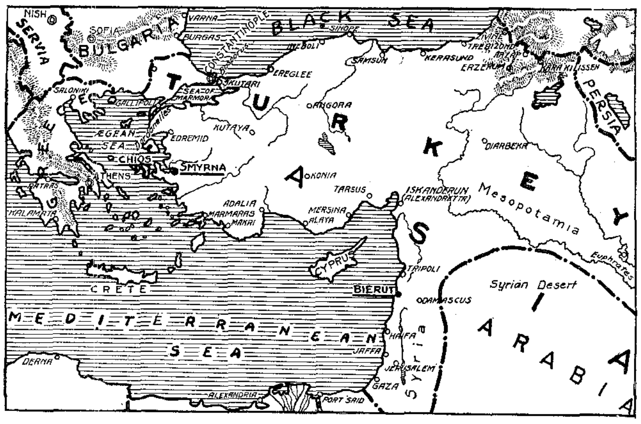
The trouble with cotton, as several editors explain, has been that the ordinary channels of consumption have been clogged or closed to a crop almost unprecedentedly large, while the machinery of credit was at the same time thrown out of gear. The grower could dispose of his crop by "spot" sales only, and needed the "future" markets where buyers would have to consider an increasing demand and the possibility of a smaller crop next year. The resumption of regular trading in New York and New Orleans, says the Savannah *News*, a cotton-belt paper, "helps to stabilize the market and facilitates the operations of speculators who find it much cheaper and more convenient to buy futures than to buy and carry spot cotton." Furthermore, note the New York writers, banks will be less chary of lending money on cotton since a loaning base is established and buyers will be able to finance their purchases. A bankers' pool, to which $135,000,000 has been subscribed, was organized under the auspices of Secretary McAdoo and the Reserve Board to take a portion of the crop off the market at a six-cents-a-pound rate. This plan, according to Mr. McAdoo, "is going to be beneficial not only in helping the cotton situation and the foreign-exchange situation, but also by promoting the general prosperity of the country, which now has such a happy impulse that it would be difficult to retard it." But New York bankers questioned by the New York *Journal of Commerce*, "said that they saw no need for the pool, now that the machinery for marketing the cotton crop has been set in motion by the reopening of the New York and New Orleans cotton exchanges."

While the opening of the cotton exchanges is benefiting the cotton trade, several papers note that other causes are operating to the same end. One of the strongest editorials appears in the St. Louis *Star*. The writer sees indications "that long before another cotton crop shall be harvested, every pound of the present crop will be in demand." He points to Europe's unusual demands for such things as cotton duck for tents and cotton uniforms. Moreover, the civilians' clothing destroyed and wasted must be replaced with cotton goods. Still more:

> "All over Europe, and in a measure all over the world, cheaper clothing will be in demand this year and for several years to come.
>
> "This means cotton clothing as distinguished from wool, silk, and linen.
>
> "Right here in the United States there is going to be much less purchase of expensive silk, wool, and linen wearing-apparel and much more purchase of cheaper fabrics made of cotton.
>
> "It seems impossible to see anything but an increased consumption of cotton as compared with other fabrics. . . . . . .
>
> "The problem as a whole seems to be less one of a demand for cotton goods than an ability to manufacture them. If the German mills can get cotton importations freely—and cotton has now been declared not to be contraband of war—and the British mills can be kept running at full capacity, which seems probable, and our own mills run full time or extra time, even without adding a spindle, there appear to be in sight enough manufacturing facilities to handle even a larger crop than the one now awaiting a purchaser."

OMINOUS POSSIBILITIES OF THE SMYRNA INCIDENT

THAT even this remote and neutral country is not beyond the danger zone of the spreading European conflagration was startlingly emphasized by the three shots fired by a Turkish fort at the launch of the United States cruiser *Tennessee* in the harbor of Smyrna. While our State Department is confident that fuller light on the incident will rob it of much of its sinister aspect, correspondents point out that, even if the action of the Turkish fort is satisfactorily explained, there will remain disquieting possibilities in connection with the hundreds of foreign Christians, including a number of American missionaries, now under the protection of our consulate in Smyrna. Nor is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TARSUS
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DIARBEKR
Mesopotamia
ADALIA
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DAMASCUS
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JERUSALEM
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WHERE AMERICAN CRUISERS AND CITIZENS ARE LOCATED IN THE "HOLY WAR" ZONE.

the gravity of the situation lessened by the fact that Sheik-ul Islam has proclaimed a "Holy War" for the whole Islam world. There is a large Mohammedan population under the United States Government in the Philippines, and there are American missionaries in virtually all Mohammedan countries. According to a Washington correspondent of the New York *World* the State Department has received "information to the effect that the least overt action might bring this Government into the war."

The American public had its first official information about the Smyrna incident in the following statement issued by the Navy Department on November 18:

> "Capt. B. C. Decker, in command of the *Tennessee*, wired Secretary Daniels this morning that while proceeding from Vourlah to Smyrna to make official calls the boat was fired at. Consul anxious for safety of consulate. *Tennessee* proceeded to and left Vourlah at request of Ambassador, and is now anchored in the harbor of Scio (Chios), from which Captain Decker's telegram was sent."

Secretary Daniels cabled for fuller information, at the same time sending instructions to the *Tennessee* and the *North Carolina*, which are in the Mediterranean looking out for American interests, to take no action which could involve this Government without specific instructions from the Navy Department. While hopeful that the incident would prove to be of minor importance, say the Washington correspondents, officials of the Department confessed themselves worried over the statement that the American consul at Smyrna was anxious for the fate of the consulate. According to a correspondent of the New York *Evening Sun*, "there have been reports that the Governor of Smyrna had declared that, if war broke out, he would massacre all the Christians in the city." But the same correspondent goes on to say:

> "It is certain that German influence dominates in Turkey, and there is no doubt in diplomatic quarters here that this influence is exceedingly friendly to the United States. The Administration officials are counting on the Turkish Government manifesting a much less belligerent attitude than that of the military governor of Smyrna, who is believed to be responsible for the firing on the *Tennessee's* boat."

There are said to be "about fifty Americans, mostly missionaries," at Smyrna. The English residents, according to the New York *World*, are estimated at about eight hundred. A London dispatch cites the rumor that the *Tennessee* approached Smyrna in response to appeals from the Christian residents generally, who were threatened with death in reprisal for attacks by the Allies on Turkey

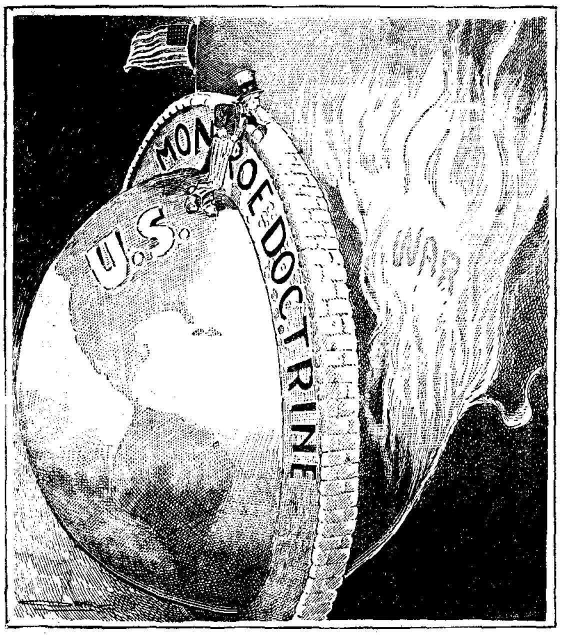
The Washington Government, says a correspondent of the New York *Herald*, is "determined that a second Tampico incident shall not be made out of the action of the Turkish forts at Smyrna." President Wilson, declares the same correspondent, "has let it be known that in no circumstances will he permit this country to be dragged into war." And Vice-President Marshall is quoted as saying:

> "There is no fear of the United States entering the war because her ship was fired on. Europe can't get us into the war. We don't want to get in, and we are going to keep out. That is all there is to it. We will not go into the war with Europe."

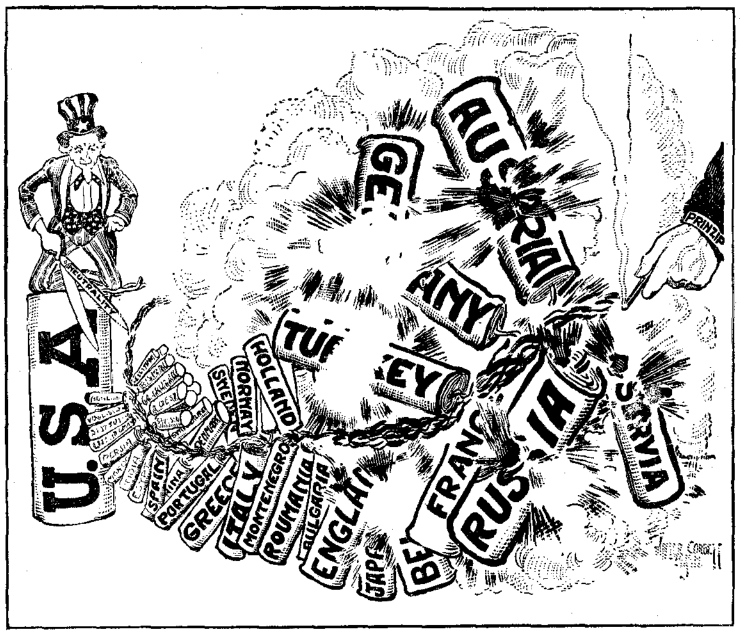
THE PRESIDENT'S INDORSEMENT OF NEGRO SEGREGATION

PRESIDENT WILSON, in the opinion of many Northern editors, has been placed in an embarrassing and inconsistent position by those Southerners in his Cabinet who have instituted segregation among the Federal employees in their departments. When, early in the present Administration, a delegation waited upon him to report that segregation was being introduced in Washington he merely promised to investigate the matter and take it under advisement. But when the subject was again called to his attention a few days ago by a delegation of negroes representing the National Independent Equal Rights League, he replied, according to Washington dispatches, that "the policy of segregation had been enforced for the comfort and the best interests of both races in order to overcome friction." The problem, he declared, was a human and not a political one. He pointed out that segregation had not been accompanied by any discrimination, and that the negro employees had in every case been accorded working conditions equal to those enjoyed by the white employees.

Altho William Monroe Trotter, spokesman of the delegation, replied with a heat and aggressiveness that was rebuked by the President and condemned by the press in general, the interview served to bring sharply to the public attention an issue which is regarded with concern by the ten million negroes in this country, and on which white opinion is still rather sharply divided along geographical lines. Thus even so stanch a Democratic paper as the New York *World* declares that "the bad manners of the chairman of the delegation, however deplorable, are no justifica-

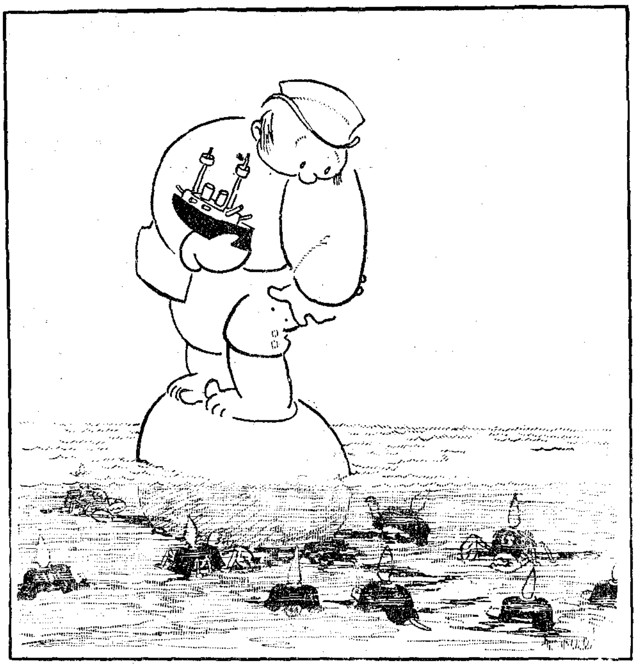


THE GREAT WALL.
—Orr in the Nashville *Tennessean*.



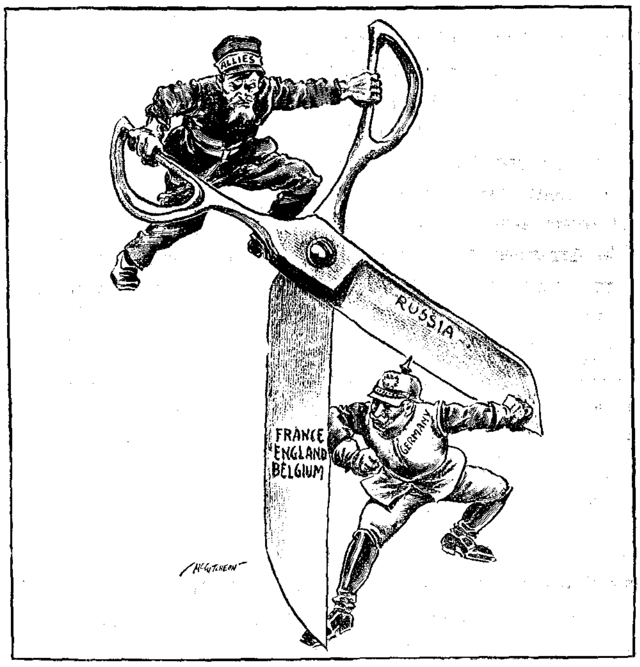
"A SNIP IN TIME."
—Corbett in the Detroit *Journal*.

FIRE-PREVENTION DAY.



SEEING THINGS.

—Frueh in the New York *World*.



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AN ENDURANCE TEST.

—McCutcheon in the Chicago *Tribune*.

PREDICAMENTS.

tion of the policy of Jim-Crow government which certain members of the Cabinet have established in their departments," and regrets that the President permitted Mr. McAdoo and Mr. Burleson to "carry their color-line theories into democratic government." To the assertion that segregation had been instituted to avoid friction between the races, *The World* replies:

> "For nearly half a century white clerks and negro clerks have worked side by side in the departments of Washington under Republican and under Democratic Presidents. *The World* keeps itself fairly well informed about Washington affairs, but the first it ever heard of this alleged friction to which Mr. Wilson refers was when Mr. McAdoo began his Jim-Crow proceedings in the Treasury Department."

And the President is wrong, *The World* goes on to say, in thinking that this is not a political question. For—

> "Anything that is unjust, discriminating, and un-American in government is certain to be a political question. Servants of the United States Government are servants of the United States Government, regardless of race or color. For several years a negro has been Collector of Internal Revenue in New York. He never found it necessary to segregate the white employees of his department to prevent 'friction'; yet he would have had quite as much right to do so as Mr. McAdoo had to segregate the negro employees of the Treasury in Washington.
>
> "While the Democrats of the country have been trying to solve certain problems of government, a few Southern members of the Cabinet have been allowed to exploit their petty local prejudice at the expense of the party's reputation for exact justice.
>
> "Whether the President thinks so or not, the segregation rule was promulgated as a deliberate discrimination against negro employees.
>
> "Worse still, it is a small, mean, petty discrimination, and Mr. Wilson ought to have set his heel upon this presumptuous Jim-Crow government the moment it was established. He ought to set his heel upon it now. It is a reproach to his Administration and to the great political principles which he represents."

Even more emphatic is the comment of such New England papers as the Boston *Transcript* (Rep.) and Springfield *Republican* (Ind.), with whom championing the cause of the negro is a matter of tradition as well as of conviction. That the President should "unqualifiedly justify" the separation of Government employees on the basis of color, says *The Republican*, is "a distressing and sinister development." And the Springfield paper continues:

> "The fact that an emotional negro may have lost control of his temper and his manners in addressing the President at a White House conference should not obscure the painful fact that Mr. Wilson has fully accepted the principle and the practise of the segregation of the white and black employees in certain administrative departments of the Government at Washington, notably in the Treasury and Postal buildings. Segregation in the Treasury and Post-office departments was never practised in Washington until the Southern Democrats who now preside there came into office. In President Cleveland's time there were Southern Democrats holding the posts of Secretary of the Treasury and Postmaster-General, but they did not venture to inflict their views concerning racial caste upon the American people. It has remained for the Wilson Administration to do this. . . . . . .
>
> "The negro race in this country is the political equal of the white race, under the Federal Constitution, and while the 'Jim-Crow' statutes and 'grandfather' suffrage laws of various States have stood the test of judicial review, segregation in the Washington departments unquestionably violates the spirit of the Constitution, whatever shift for the Government the courts may find in its letter. That the nation-wide public sentiment outside of Washington itself sustains classification of this character in government departments is not susceptible of proof. The Southern influence now dominating those departments is simply asserting its power by introducing the cruelest Southern customs into the Government of the whole people."

The segregation of negro clerks in the Governmental departments is characterized by *The Transcript* as "un-American, unfair, and unconstitutional." Moreover, declares the Boston paper, it is "as unnecessary as it is unconstitutional." Much the same point of view we find reflected in the Boston *Traveler* (Rep.) and *Advertiser* (Rep.), Philadelphia *Press* (Rep.), Hartford *Courant* (Rep.), Des Moines *Register and Leader* (Rep.), Indianapolis *News* (Ind.), Rochester *Post Express* (Rep.), Pittsburg *Dispatch* (Ind.), New Haven *Journal Courier* (Ind.), New York *Evening Post* (Ind.), and Chicago *Tribune* (Prog.). Says the last-named paper:

> "President Wilson came very nearly establishing a national program of treatment to be given the negro when he defended segregation. If that step is to be taken it certainly is a serious one, and Mr. Wilson would be in better position if he were representing national rather than sectional sentiments."

Crossing the Mason and Dixon line, however, we find a very different note in the newspaper comment. "The segregation effected during this Administration can be justified on any one of a number of grounds," declares the New Orleans *Times-Picayune* (Dem.), which goes on to say:

"It makes for efficiency in the public service, and for better racial relations. It has come, as we believe and hope, to stay, for the good of both races and in spite of the rantings of negro agitators who seek political preferment via the race issue, or racial social equality, or both. The right adjustment of race relations in this country is earnestly desired by whites and intelligent negroes as well. We do not believe that the agitators of Trotter's stripe can prevent it, tho they may, by continued beating of the racial tomtoms, provoke further race friction and hostility in the Northern States."

"The President has convinced at least one part of our population that he has plenty of good red blood in his veins," remarks the Baltimore *Evening Sun* (Dem.), and the Oklahoma City *Oklahoman* (Dem.) declares that "race segregation in the departments at Washington or elsewhere can be defended on all just grounds and operates to impose no hardship upon the colored race." In the Charleston *News and Courier* (Dem.) we read:

"The segregation which has been instituted at Washington in recent months is not, as the New York *Evening Post* contends, a sudden reversal of the policy which has obtained for fifty years. The Wilson Administration did not 'go out of its way to create this issue.' On the contrary, the plan of segregating the clerks is correctly described by the Springfield *Republican* when it speaks of it as a 'development.' The necessity for such a rule has been felt for years. If the demand for it has not been prest before now it has been because the time was not yet ripe. It was hopeless to expect reform until the passions of the war had died down and the negro had ceased to be the plaything of unscrupulous Republican politicians anxious to humiliate Southern white men.

"It is no arbitrary rule to which Mr. Wilson has given his approval. The color-line does exist, and is recognized everywhere that whites and blacks in any considerable numbers are brought into relations with each other. When the New York *World* excitedly denounces segregation as the exploitation of petty Southern prejudice it forgets that the same 'prejudice' is just as lively in its own city as in any Southern community. The removal of negro families into any residential section of Manhattan will send the price of real estate shooting downward as surely as the plague, and will keep it down as long as the negroes remain there. It was the attitude of the Government in undertaking, as it did undertake for a long while, to deny the existence of this race feeling and of a line of separation between the races which was capricious, not its abandonment."

Nor do all Northern papers take issue with the President on the question of segregation. Thus we find the Brooklyn *Citizen* (Dem.) suggesting that the whole matter is being stirred up by Republican politicians, and declaring that "there will not, of course, be any two opinions held by intelligent people as to the correctness of the President's position." And in a Washington dispatch to the New York *Evening Post* we read:

"The truth of the situation, as it affects the President, seems to be that while he has had nothing to do officially or otherwise with the issuance of any order relative to segregation, he has deemed it good administration to permit his Cabinet officers to readjust their working forces as they pleased. . . . . .

"Personally, President Wilson has treated the negro clerks well. At the instance of the Secretary of the Treasury, he recently promoted Richard Green, a negro messenger of long and faithful service, to a clerkship, and at the suggestion of Secretary Bryan, he similarly promoted Edward Savoy, the Secretary's personal messenger. Both of these promotions required Executive orders.

"He also nominated a negro to be Registrar of the Treasury, but the nomination stirred up so much hostility among the Southern Senators that the candidate withdrew, and an Indian, Gabe E. Parker, finally was appointed and confirmed."

STEALING $200,000,000 FROM THE OKLAHOMA INDIANS

"I AM IN THIS FIGHT TO THE FINISH,"

Says Miss Kate Barnard, who declares there is a conspiracy of powerful interests trying to rob the Oklahoma Indians of lands valued at more than $200,000,000.

AN ORGANIZED CLIQUE of grafters, we are told, is operating in Oklahoma and the city of Washington to rob the Oklahoma Indians of more than $200,000,000 worth of coal-lands. The spot-light is now turned on these operations by Miss Kate Barnard, Oklahoma's Commissioner of Charities, whose position makes her the immediate official protector of the Indians in her State. The accused clique, according to Miss Barnard, has entrenched itself so strongly in State politics that she found it necessary to refuse a renomination for her present office and is organizing instead a State-wide and nation-wide "people's lobby" to rescue her wards from the spoilers. Her startling charges, according to a Washington correspondent of the Philadelphia *Public Ledger*, are indorsed by Mr. Cato Sells, Commissioner of Indian Affairs, as "in the main true." Mr. Sells further bespoke "the cooperation of all good people" in Miss Barnard's "righteous struggle to protect the weak and helpless." Writing in the New York *Survey*, Miss Barnard tells us that

"Two hundred millions is a low estimate of the money-prize at stake, and the success of the plot means misery and poverty for 10,000 Indian mothers and the unborn babes of coming generations. This remaining stupendous wealth is now in the hands of 33,000 restricted Indians, most of whom are ignorant and can not read or write. The remainder of the 100,000 Indians have already been robbed. This conspiracy reaches from the political group which dominated the fourth legislature of Oklahoma, is dominating the Oklahoma delegation in Congress, and through the delegation is evidently dominating the Indian Department, as it affects Oklahoma matters at this time."

The first step in the plot, we are told, was accomplished in 1908, when the Federal Government was induced to surrender its supervision of Indian minors and full-blooded heirs and to place this authority in the probate courts of Oklahoma. The next step, says Miss Barnard, was taken when the last Oklahoma legislature crippled the State Department of Charities, "the last disinterested official protector of these Indians." Another move of the plotters, she goes on to say, was to procure the removal of certain Indian agencies from the protection of the civil service and their transfer to purely political control. We read further:

"Approximately $5,000,000 in cash of tribal funds are now ready for per-capita distribution among about 80,000 Chickasaws, Cherokees, and Seminoles. Approximately $30,000,000 more will be ready to distribute in the near future among 40,000 Choctaws and Chickasaws; there are still nearly 25,000 separate ledger-accounts open relating to the unfinished sale and transfer of title to more than 2,000,000 acres of tribal lands. Is it an accident that the Department of Charities, the only branch of the State Government having any legal authority to protect these helpless minors in the courts of Oklahoma, should be destroyed on the eve of the distribution of these vast natural resources and tribal funds?"

Describing the methods by which the Indians are robbed, Miss Barnard goes on to say:

"The most common form of plunder lies in the power to sell a minor's land for the pretended purpose of 'benefiting' the minor. Reduced to money, 80 per cent. of the capital is consumed by fake 'court costs,' 'attorney fees' and 'allowances,' bad loans, and investments.

"One of the leading newspapers of the State obtained from the Indian orphan minors thousands of dollars on its worthless stocks and bonds.

"At one time, the Department of Charities was informed that three 'elf' children were sleeping in the hollow of an old tree and eating at neighboring farmhouses. An investigation proved that these little ones were actually living in this homeless, friendless fashion, their hair so matted that it had to be cut from their heads. We found further that they were under the 'protection' of a 'guardian,' who had fifty-one other children under his protecting care. These three children had valuable lands in the Glenn Pool oil-fields. The guardian was charging up large amounts for their 'schooling' and 'general care,' yet he did not know where the children were."

At every turn, says Miss Barnard, her efforts to protect the ignorant and helpless Indian heirs from those who were battening on them were balked by a combination of interests so strong that they even undertook to dictate the manner in which the laws should be enforced. When she refused to conduct her department according to their program, and to make an appointment at their dictation, the appropriation for the Department of Charities was cut off. We read:

"I was told I would be given 'all the money I wanted in the Appropriation Bill,' but when I refused to make the appointment I was left without money for office help, field help, stamps, or telephone. I furnished $350 of my own money and solicited additional money from my friends, and at this time the Department of Charities of Oklahoma is financed upon the money of humanitarians and philanthropists."

Miss Barnard declares that she is "in this fight to the finish," and she calls upon the people of the United States to stand by her "until the hand of partizan politicians is wrested from the control of Indian affairs in Oklahoma and in the nation."

Turning again to the Washington correspondence of the Philadelphia *Public Ledger*, from which we have already quoted, we gather the following additional information:

"It was freely admitted at the Indian Office that a systematic robbing of Indians in Oklahoma had been going on for a long time and the office was at work trying to get at the bottom of the criminality. Convictions of scores of crooked administrators have been obtained and hundreds of thousands of dollars in money recovered and restored to the Indian children to whom it belonged.

"Soon after Congress meets in December the crookedness that has been going on in Oklahoma will be brought to its attention by Commissioner Sells in a special report. . . . . . .

"The policy insisted on by Miss Barnard is that the United States Indian Office shall provide a number of special attorneys in Oklahoma to take charge of the probate business involving Indian children. They are to look after such cases of adjusting estates as may arise, and also to dig up all the wrong-doing in cases already disposed of and institute criminal prosecutions where necessary to bring defaulting and thieving administrators and executors to justice."

THE WAR IN BRIEF

It seems to be a long way to anywhere with the contending forces.—*Washington Post.*

The Made-in-America movement may even extend to world-peace.—*Atlanta Constitution.*

Good opportunity for Andrew Carnegie to present one of those libraries to Louvain.—*Boston Transcript.*

A few more European wars and China's soil may yet be free of the invader.—*New York Evening Post.*

"Another British Lord Killed." Germany seems anxious to make King George a peerless leader.—*Columbia State.*

Calais used to belong to the English, but now they are well content to help the French keep it.—*Springfield Republican.*

Now is the time for Ab Hamid to offer his wives' relatives on the altar of his country, and thus end the cruel war.—*Washington Post.*

With 1,000 British chauffeurs sent to the front, the subsequent charge should make Balaklava resemble three dimes.—*Washington Post.*

The increasing activity of our steel-mills seems to indicate that the Kaiser has placed the orders for next month's supply of iron crosses in America.—*Boston Transcript.*

The $9,000,000 war-indemnity collected by the Germans from the city of Brussels would feed the destitute Belgians all winter.—*Springfield Republican.*

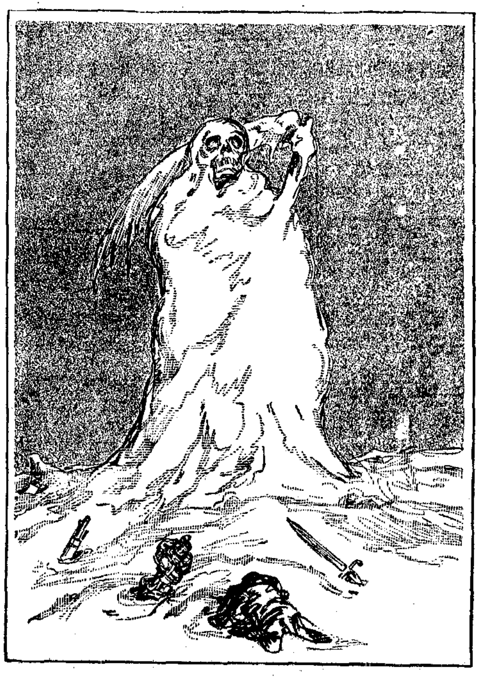
It begins to look as if Japan's promise to turn Kiaochow over to China has as many conditions attached to it as a Carranza resignation.—*Chicago Tribune.*

There are evidences that the Army and Navy departments, in a highly peaceful way, are drawing a few wise conclusions from the European War.—*Chicago Herald.*

Some commentator advances the view that the war will improve European architecture. Certainly it will improve the architects' business.—*Nashville Southern Lumberman.*

The Sultan is suing in New York courts to secure $10,000 left by one of his subjects who died in that city. At the war's end he will still have that American lawsuit, even tho the Allies leave him nothing else.—*New Orleans Times-Picayune.*

Dr. David Jayne Hill says he predicted this war in a book published in 1911, but "nobody paid any attention to him." Probably that was because so many other people were making similar prophecies at the same time.—*New York World.*



THE SNOW MAN, 1914.
—Cesare in the New York *Sun.*

Germany has discovered too late that a place in the sun is pretty warm.—*Boston Transcript.*

Izzet Pasha, the new head of the Turkish Army, probably doesn't know for sure himself.—*Washington Post.*

The Christian nations believe in turning the other broadside to those who smite them.—*Louisville Courier-Journal.*

There is no law against corporation contributions to campaigns for Belgian relief.—*Philadelphia North American.*

That $17,000,000 English fund for the relief of war sufferers ought to cheer our proof-readers up some.—*Columbia State.*

If the little Balkan States would only take a cure for the annexing habit it would save a lot of complications.—*Chicago Herald.*

After the war Europe will have to recruit its aristocracy from the common people—if there are any left.—*Baltimore American.*

One can readily understand why John D. should help out the Belgians—he knows how it feels to be fined $25,000,000.—*Washington Post.*

The ability of the Prince of Monaco to pay $500,000 to the German war-fund shows that the American tourist travel in Europe is not entirely shut off.—*Nashville Southern Lumberman.*

We are going to have, it seems, the biggest submarines in the world. This is the next best thing to having the smallest need of them.—*New York World.*

A lot of religious bodies are meeting in Boston just now, and we must say that their discussions of the war have been most illuminating.—*Boston Transcript.*

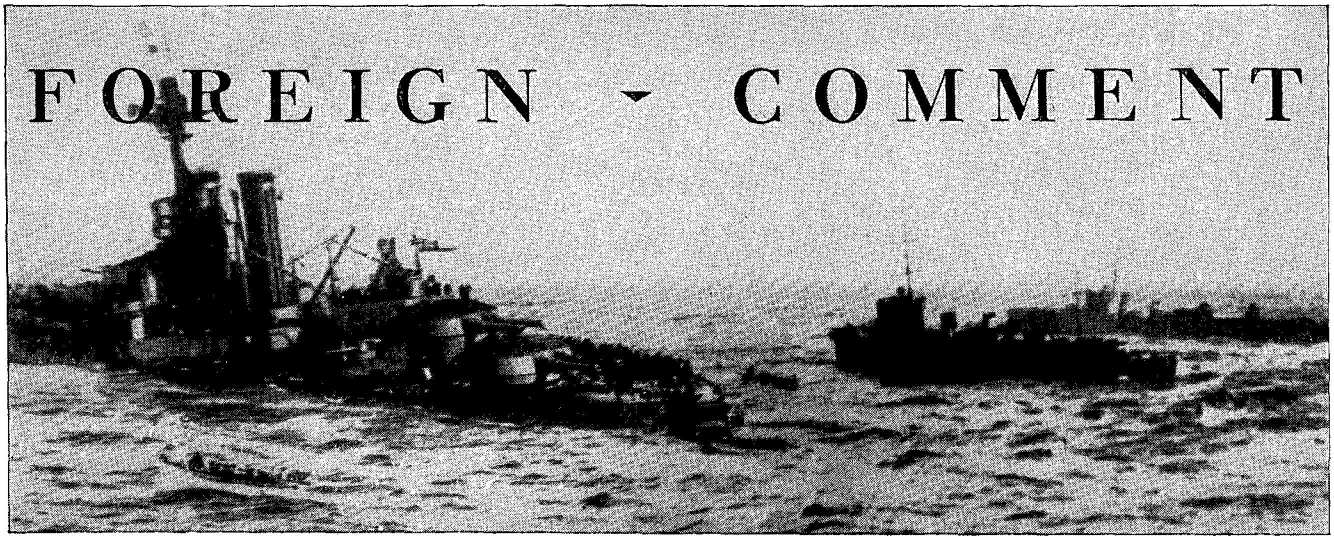
A government monopoly of salt in Russia should raise an enormous revenue, considering the amount the natives will have to take with the censor's reports.—*Washington Post.*

Ellis Island, with a tested daily average capacity of 5,000 immigrants and a daily output of only 150, is another example of industry hard hit by the war.—*New York World.*

It may be true that Nietzsche and the other German philosophers are responsible for the war, but there is a prevalent idea that a party named Krupp had something to do with it.—*Nashville Southern Lumberman.*

The bluest blood of England and Germany, we are told, is now poured out on the battlefields. On the whole, that seems nothing more than fair. It was largely the blue blood that was responsible for the great war.—*New York World.*

FOREIGN - COMMENT



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H. M. S. *AUDACIOUS* SINKING.

This photograph, one of the most remarkable made during the present war, was taken from the deck of the transatlantic liner *Olympic*. It shows the superdreadnought *Audacious*, built in 1912 at a cost of over $10,000,000, sinking off the north coast of Ireland after having been struck by a mine on October 27. Two torpedo-boat destroyers are standing by, and the boats of the *Olympic* are engaged in rescuing the crew of the doomed ship. So strict was the censorship in regard to this incident that the news of the loss of the *Audacious* was known in this country only a few hours before the above picture was received here. Out of a crew of 960, only one man was lost.

TRYING TO EMBROIL AMERICA AND JAPAN

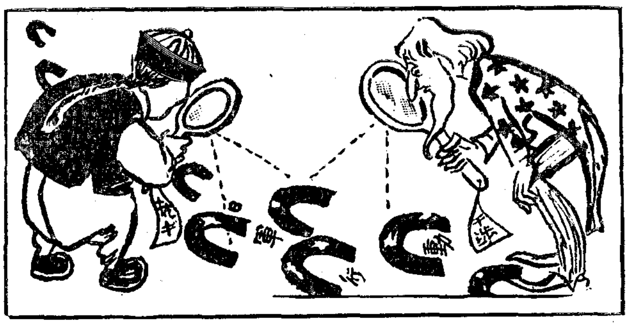
WHEN JAPAN declared war upon Germany somebody circulated a rumor that the United States was about to send the whole Atlantic fleet to the Far East. The United States, it was alleged, took this step for the specific purpose of interfering with the action which Japan was contemplating to take in China. Thanks to the repeated denials made by statesmen of both countries, the rumor was soon consigned to the limbo of oblivion. But now comes the *Yorodzu*, a popular Tokyo journal, publishing a startling statement made by "Paymaster Malcock, of the United States Navy, who stopt at Yokohama on his way home from Manila." The American paymaster was introduced to the Yokohama correspondent of the *Yorodzu* by a foreigner, also supposed to be an American. In the course of the interview Paymaster Malcock is reported as making these sensational statements:

"It appears as tho war between Japan and my country were inevitable. My country would not, of course, assume the offensive, but we may be compelled to call a halt on Japan's advance in China in order to protect our own interests.

"The American Government is fully alive to the gravity of the situation and is making preparations for all possible emergencies. Many of us serving in Asiatic waters are being called home. It is more than probable that within a few weeks the Atlantic fleet of our Navy will pass through the Panama Canal and put in appearance in the Pacific.

"Already immense quantities of coal and ammunition have been shipped to Hawaii and the Philippines. A large number of submarine boats, aeroplanes, and hydroaeroplanes have also been brought to those islands. Lieutenant Pauter, who is well known as a hydroaeroplane pilot, is to take charge of our aircraft. He is especially noted for his nocturnal flights, and is reported to have invented a most terrific sort of bomb.

"Of late the fortifications in Manila have been greatly strengthened. They can easily resist Japanese attack until the Atlantic fleet comes to the rescue. As for Hawaii, it will within a short time have 10,000 additional troops. The American cruisers *Iowa* and *Indiana* will arrive at Yokohama within two weeks. I have received this information from Admiral Elkins, on board of the *Iowa*."



A JAPANESE THRUST AT AMERICA.

Uncle Sam searching every nook and cranny for reasons to interfere with Japan's movements in China.

—*Yorodzu* (Tokyo).

This interview took place early in October, and its publication set all Japan agog. As fate would have it, a section of our press was, just at that time, voicing apprehension as to Japan's "military occupation" of the Marshall Islands. This lent color to Paymaster Malcock's statement, and when George W. Guthrie, our Ambassador to Tokyo, called at the Foreign Department, all the papers in Tokyo reported that the Ambassador waited on Baron Kato to demand explanation for the seizure of the Marshalls.

The fact was that the American Ambassador did nothing of the sort. On the contrary, he went to the Foreign Department, it was explained at the American Embassy, to inform Baron Kato that the *Yorodzu* story was the sheerest fabrication, and that there were no such officers in the American Navy as "Paymaster Malcock," "Lieutenant Pauter," or "Admiral Elkins." Thus the ephemeral war scare turned out to be a farce, and the *Yorodzu* has been made a butt of ridicule.

But who "Paymaster Malcock" is, no one knows to this day. He stopt at Yokohama only a day on his way to San Francisco. Naturally, every paper in Japan has been asking the one question, "Wasn't he a German spy who was sent here to stir up trouble between Japan and America?"

The Tokyo *Asahi*, for one, unmistakably intimates that German intelligence men are exceedingly active in the Far East, and especially in China. Those Shanghai cablegrams, whose specific purpose seems to be to estrange Japan both from China and from the United States, the *Asahi* declares, are mostly manufactured by Germans, and as an example of such canards cites the following Shanghai dispatch:

"Negotiations are going on between England and Japan with a view to persuading Japan to send troops to India so that England may send Indian troops to Europe. In consideration of this service, Japan is demanding the fulfilment of these three conditions: (1) The granting by England of a loan of $1,000,000,000; (2) the recognition of the right of Japan to send emigrants to Canada, Australia, and New Zealand; (3) a free hand for all troops which Japan may send to China."

The Tokyo *Jiji* pays tribute to President Wilson and Secretary Bryan for the untiring efforts which they are making for the maintenance of amicable relations between Japan and the United States, "in spite of the mischief constantly made by those elements within their country which are hostile to Japan."—*Translations made for* THE LITERARY DIGEST.

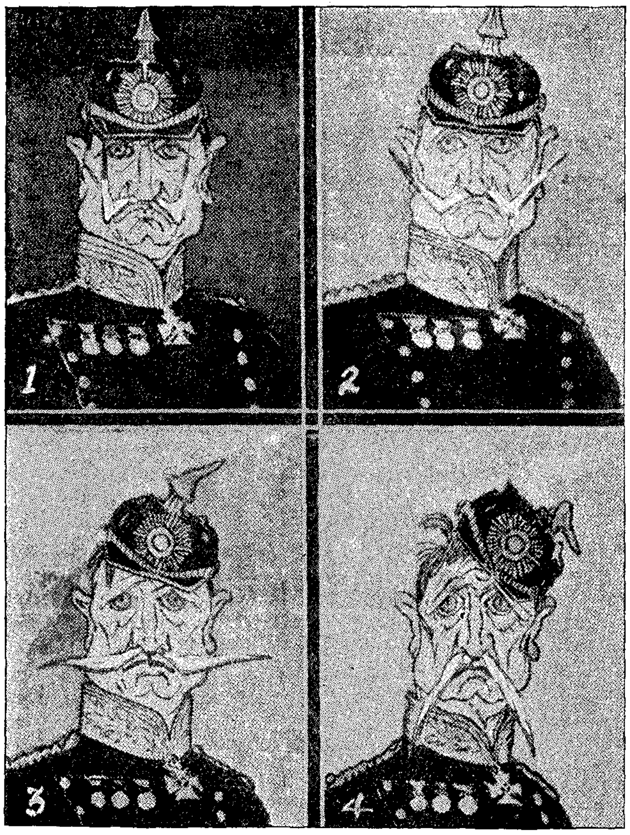
"WATCHFUL WAITING" IN ITALY AND ROUMANIA

AMID popular clamor for war and the conflicting editorial admonitions of the German and the French press, Italy and Roumania do not find the business of being neutral an idle occupation. Now is the time to strike at Austria, in cooperation with the Allies, urges the Italian populace, in order to "redeem" the provinces of Trentino and Trieste. As for Roumania, which has at stake the recovery of Transylvania, we read in the Paris *Gaulois* of "an imposing mass-meeting" at Bucharest at which 10,000 persons, presided over by the rector and faculty of the university, "warmly exhorted the Government to declare itself against Germany and Austria." Meanwhile the Italian and Roumanian Governments stick to their policy of neutrality, which, in the German view, especially as regards Italy, will prove the more profitable in the end. The Italian Ambassador at Washington, Macchi di Cellere, according to press dispatches, says that Italy will not take up arms unless "forced to do so by some overt act which threatens her own safety." And the Italian Government organ, the *Tribuna*, calls attention to the fact that "this is not a war of governments, but of nations—of races." It may last "for a year or years," and "therefore Italian neutrality is a transitory condition, due to circumstances which may change at any moment." The *Tribuna* adds that "there is thus necessity for military, economic, and diplomatic preparation on the part of the Government, and moral and political preparation on the part of the public." And we are told that, as far as the rest of the world is concerned, "the future decisions of Italy will be taken with a view to the absolute exclusion from Italian interests of outside influences and unpractical idealisms." An "outside" view of the situation of both Italy and Roumania, which is also that of a Government organ, is exprest by the Paris *Temps* as follows:

> "In the European crisis Roumania and Italy move along parallel lines, which seem to be leading them toward similar destinations. By this is meant a personal cooperation to free those of their people who are still subject to the oppression of Austria-Hungary. The Russian victories in Galicia have deeply imprest public opinion in Roumania. The Government is pondering the risks of neutrality. . . . The Roumanian people, as they study the downfall of the Hapsburg Monarchy, show more and more plainly that they do not want it to be left to Russia alone to liberate the Roumanians of Transylvania as she did those of Bukovina. Yet while each new stage of the Russian advance adds a greater force to the impulse that is drawing Roumania into action, the manifestations of Italian opinion are not lost sight of at Bucharest, and the Roumanian Government shows a marked tendency to model its attitude on that of the Italian Government."

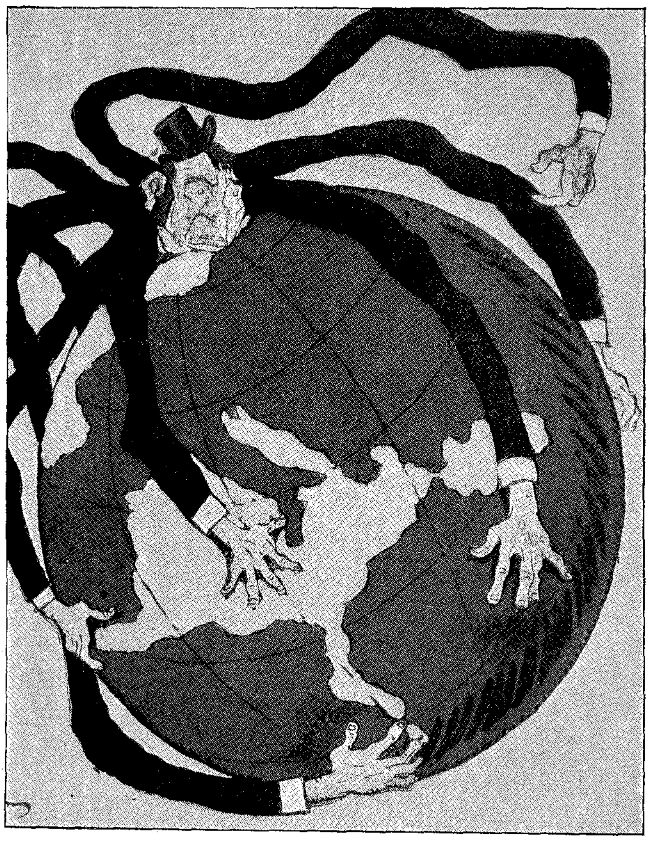
If French journals are keen to see Italy and Roumania make war, no less earnest is the wish of German observers that they remain neutral. We learn that in both countries German diplomacy is "exercising the greatest pressure" toward this end. From Bucharest the correspondent of the *Muenchener Neuste Nachrichten* writes with evident satisfaction that "the tactics of our new minister, Baron Bussche, have resulted in complete success. Roumania has decided to maintain her present neutrality." As for Italy, according to the *Berliner Tageblatt*, it is to her own best interest that she remain neutral, and this journal says:

> "We can not understand how any active party in Italy can desire to change the attitude of benevolent neutrality assumed by Italy into one of hostility toward Germany. Every Italian capable of reason, like each and all of the Italian statesmen of the day, must see the value of a calm reserve on the part of his



"WILLIAM IN FOUR PHASES."

—*L'Asino* (Rome).



THE ENGLISH OCTOPUS.

He has entangled the world in his tentacles and waits for new prey, but he'll have to look out for those Germans.

—*Il Mulo* (Rome).

THE ITALIAN ASS AND MULE ON OPPOSITE SIDES OF THE FENCE.

country and should restrain all agitation of whatever sort. When the time for concluding peace comes, Italy will find herself in a far better position by maintaining her present reserve. If passion does not obtain a victory over cold common sense, her gain at that moment will be most important. Italy will be the only great Power remaining neutral in Europe, and, if she can hold herself above the sordid clamor of her streets, she is destined above all others to bring about peace. That peace is still far off, but the wisdom of the Italian Government can secure its conclusion in Rome."

The sincerity of this statement becomes more emphatic when we remember that, according to authoritative German reports, Germany feels no resentment against Italy because she did not join with her and Austria in the war. For Italy to have done so, we are told, would practically have been "to commit suicide" because she is all sea-coast and almost the entire French fleet is in the Mediterranean. In Italy itself public opinion is reported as divided between fervent upholders of neutrality and those equally fervent for war. The Milan correspondent of the New York *Giornale Italiano* writes "with a sense of grief" that—

"There is becoming manifest in the country an unmistakable tendency to abandon neutrality. Such a tendency, indeed, is growing more vigorous from day to day in an alarming manner, because it may strongly influence our Government, in which, as every one knows, several members favor a war against Austria. . . . The *Giornale d'Italia* (Rome) and the *Messaggero* (Rome) openly demand that Italy enter the war at once. . . . The *Corriere della Sera* (Milan), after a series of articles gradually demonstrating the dangers of neutrality, now comes out with an article proclaiming that the moment has arrived for abandoning neutrality and participating in the conflict."

The Socialists, however, are for peace, tho the editor of the Milan Socialist paper *Avanti* was forced to resign for indorsing this policy. The *Osservatore Romano* thus states the Clerical position:

"The great majority of the country supports and encourages the work of the Government with its unanimous consent and its full adherence, regarding with manifest aversion any attempt or initiative that tends to disturb or fatally compromise this enlightened and eminently wise work."—*Translations made for* The Literary Digest.

RECRUITING IN CANADA

Canadians of the east, so say the Dominion papers, are not responding to the call to arms with the willingness of their brothers in the west, and many of the papers find it incumbent upon them to beat the recruiting-drum with some insistence. Thus the Halifax (N. S.) *Herald* issues the following stirring appeal:

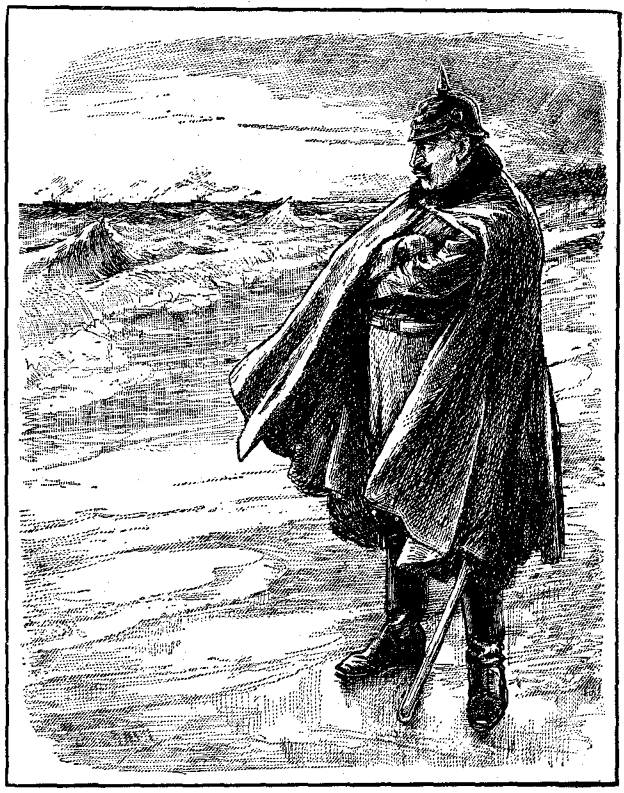
"The spirit which compels the young men of the west so freely to volunteer—by the hundreds and thousands—for service in this war is worthy of every praise. Of course we are closer to the war and have seen so much of military life that we take it all as a matter of course. We have watched soldiers land here and depart from here for so many years that we have got it into our heads that we have no part in the business—but to look on. This war is our war as much as it is the war of the enlisted soldier of the line. That is why we say: Young men, wake up! Join the first line of defense, if you can—they are waiting at the armories to enroll your name—but if you can not, then prepare to protect your native city and province! And 'do it now'!"

Further west, the Ottawa *Free Press*, while recognizing that the response to the call of the Motherland has been adequately met, considers that further preparation is imperative, and says:

"We have not the shadow of a doubt that Britain will triumph, and triumph without calling upon her last resources. But that is no reason why our very last resources should not be in readiness in the event of their being required. A man does not go into the woods to hunt a bear taking only one or two cartridges with him, on the assumption that he will not find the bear."

Still further west, in Alberta, where men flocked to the colors with the greatest enthusiasm, the same emphasis is laid upon this point. The Calgary *Herald* remarks that "it is by no means conceded that we have yet measured up to our full duty, either in what we have done or are promising to do," and then proceeds to state:

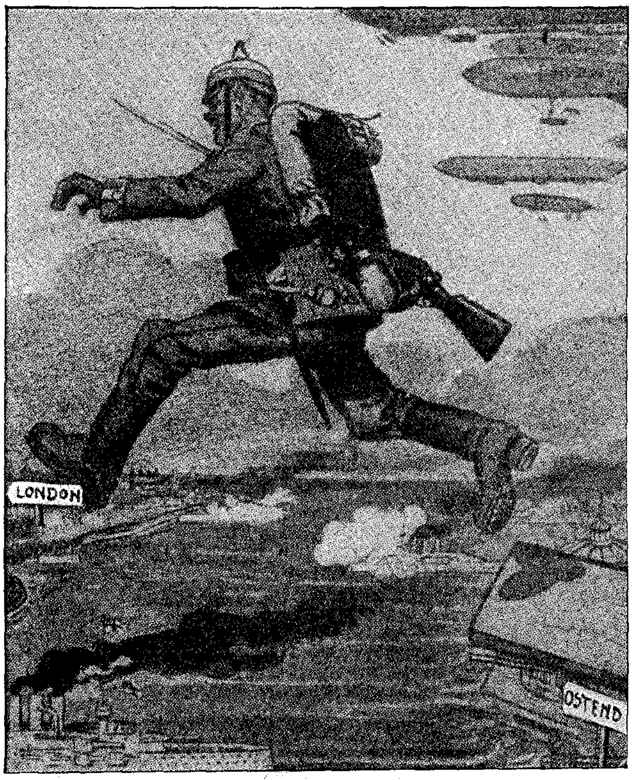
"It may not happen that we shall require to send 350,000 Canadians to the front, but we should realize now that ultimately this may become necessary, and our plans and arrangements



THE LIMIT.

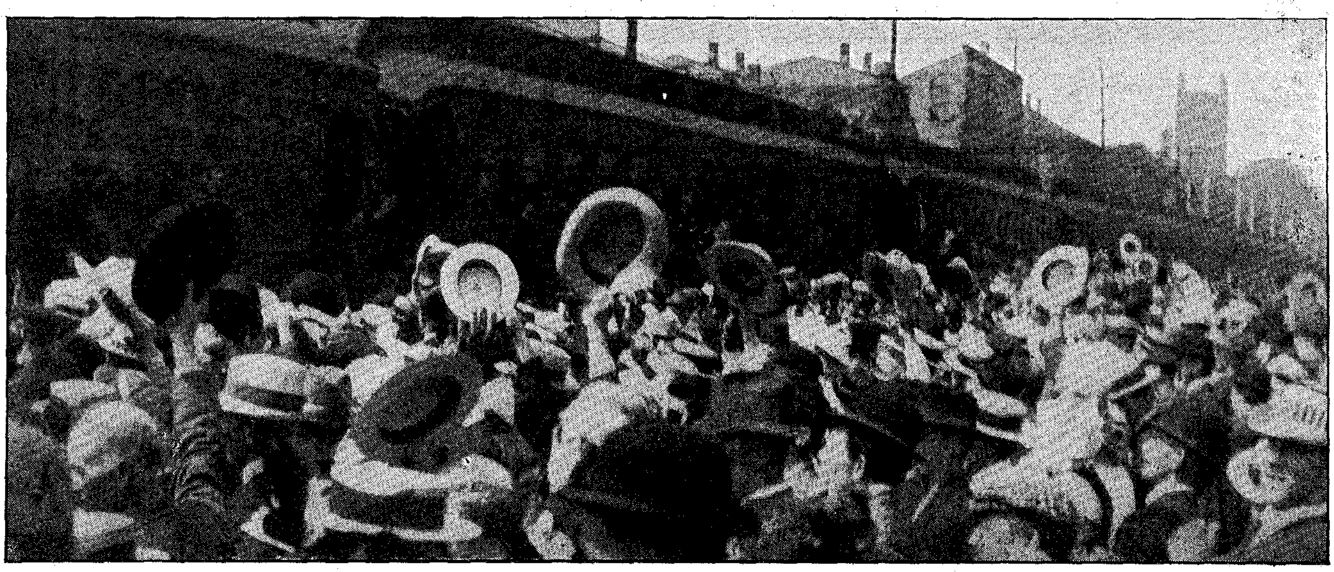
The Kaiser—"'What are the wild waves saying?'"

The Wild Waves—"We were just saying, 'Thus far, and no farther!'"
—*Punch* (London).



ONLY A SHORT JUMP.
—© *Lustige Blätter* (Berlin).

TWO VIEWS OF THE INVASION OF ENGLAND.



"GOOD-BY."

CROWDS CHEERING AS PART OF THE CANADIAN CONTINGENT STARTS ON ITS WAY TO THE WAR IN EUROPE.

—*Canadian post-card.*

meanwhile should be made with this always in view as a possibility. Canada's contributions of men and means to the cause of the Allies in this war are only in a minor sense sentimental. In a very real sense this fight to us is a battle for national existence, and we must lay our plans accordingly."

TURKEY'S FATE

AGHAST at what they term the "audacity of Turkey," the English papers predict swift retribution. They foresee the disappearance of the Turk from Europe and his relegation to the rôle of a minor Asiatic Power whose dominions will be confined to Anatolia. Like all the other organs of English opinion, the London *Times* sees the hand of the Kaiser in Turkey's act, and says:

> "By her foolish yielding to the instigations of Germany, Turkey has pronounced her own doom. The Ottoman Empire in Europe soon will be merely a memory. Since the Turks have resolved upon their own destruction, we do not regret their appearance in the ranks of the combatants.
>
> "Their acts of war mean that, when this mighty struggle is over, Europe will be rid of two factors which for more than fifty years have been the chief menaces to the peace of the Old World. We shall get rid of Prussian militarism and we shall simultaneously get rid of the Turks in Europe. The peoples of Syria, of Arabia, and of Mesopotamia will also be freed from the blighting influence of the Turks, and the Ottoman race will be relegated to the obscure valleys of Asia Minor from which it long ago emerged."

These hard words from an erstwhile friend of the Sublime Porte are echoed by another former supporter, the Paris *Temps*, which considers that Turkey's entrance into the war will not in any way embarrass the Allies, and adds:

> "The Turkish aggression has been foreseen at Petrograd, as it has been foreseen by the English in Egypt. It is not on the banks of the Bosporus that the fate of the Ottoman Empire, which has been guilty of treachery and complicity with the enemy, will be settled."

On the Russian side more attention is paid to the practical aspect of it, for to Russia falls the task of meeting the Turkish attack. The Petrograd *Novoye Vremya* says that, under German influence, Turkey has gathered together fifteen efficient army corps.

> "These corps give Turkey an available fighting force of 600,000 men. Those in Asia will be used in invading the Caucasus and Egypt. There are fully 1,000 German officers in the Turkish Army, and it is no longer the disorganized, poorly equipped army that was crusht by the Balkan allies. Gen. Leman von Sanders, an able German leader, is in command of the Army. Weber Pasha, another German, commands the fortresses guarding the Turkish straits."

In Germany, naturally enough, the press deny that Germany was in any way responsible for Turkey's war fever which was, it claims, instigated by some other Power. Thus the *Frankfurter Zeitung* and the *Berliner Tageblatt* consider that England forced Turkey into the war, and the latter paper states that "if Turkey had not acted when she did, England's long and carefully prepared plans against the Porte would have miscarried." The *Frankfurter Zeitung* says:

> "Turkey knows she fights for her existence when she fights on our side. She knows that the defeat of Germany would mean that Turkey would become the helpless victim of Russian covetousness. At any rate, our diplomacy, which since the beginning of the war has incurred unjustifiable blame in Germany, at last accomplishes a distinct success, but not in the sense that Turkey has become a blind tool of our purposes. She acts in accordance with her own highest interests."

This view is supported by the Berlin *Tägelische Rundschau* which is inclined to think that France also had a finger in the pie, for it says:

> "Turkey's action had been expected for a long time by the entire world after the Anglo-French effronteries against the Porte. Turkey is to be congratulated on her honorable decision. We sought no allies, but we welcome all the more heartily one who takes our side from the recognition of the fact that it is advantageous to do so."

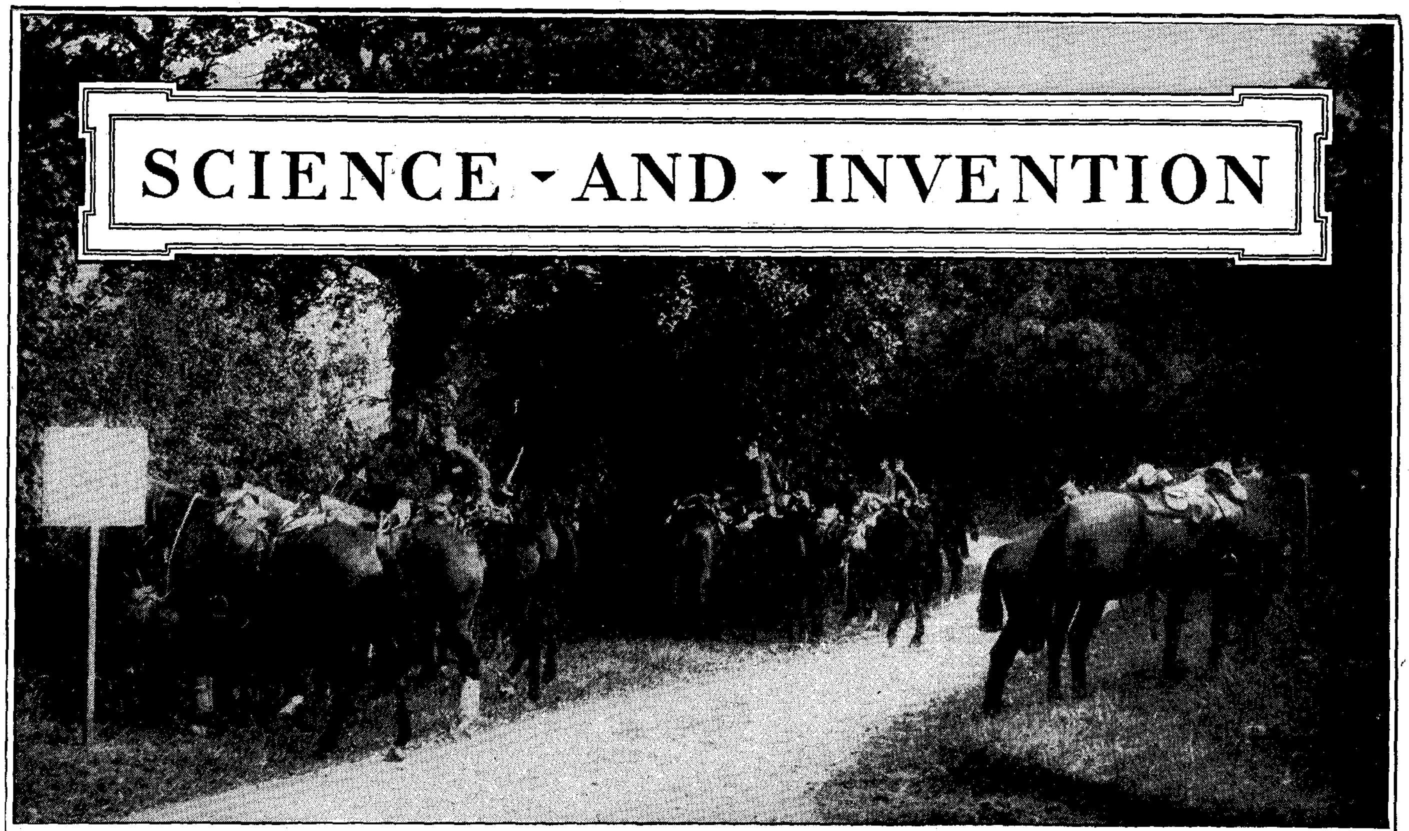
While the Allies claim that Turkey started the war and then tried to explain away what they consider were aggressive actions against Russia by apologizing for them as "temporary mental aberrations," and while most of the German papers blame England, quite the contrary view is taken by the well-informed and influential Berlin *Lokal Anzeiger*, which states:

> "It must be emphasized that it was not Turkey, but Russia, which started the war. Turkey's action in the Black Sea and the attack on Theodosia were natural sequels to the outrageous Russian assault on Turkey's integrity. The breach of the peace was Russia's work."

In Italy, Germany is roundly accused of causing all the trouble, and the special correspondent of the Milan *Secolo*, writing from Constantinople, says that Turkey has to all intents and purposes become a German colony, and adds:

> "The Grand Vizier blindly follows orders from Berlin and has not the slightest notion what the morrow may bring forth for Turkey."—*Translations made for* THE LITERARY DIGEST.

SCIENCE - AND - INVENTION



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FOREST SHELTER FROM AIR-SCOUTS.

ENGLISH CAVALRY WHO ESCAPE AEROPLANE SCOUTS BY RESTING UNDER FOLIAGE AND ADVANCING THROUGH WOODED COUNTRY.

WAR IN THE WOODS

THE FORESTS in the region of war in Europe are playing a much larger part in the hostilities, both offensive and defensive, than most persons imagine—so we are told by Samuel T. Dana, who contributes an article on "French Forests in the War Zone" to *The American Forestry Magazine* (Washington, November). A German news dispatch of October 14 speaks of the French troops firing from trees where machine guns are posted; and the same forest of Argonne, which thus aided them in their defense, enabled the French, Mr. Dana tells us, to repulse the Prussians in 1792. In 1870 it concealed the maneuvers of the Germans before they inflicted their crushing blow at Sedan. Says the writer:

A STRICKEN ALLY.

The result of shell-fire on a poplar-tree in the neighborhood of Reims. It presumably served as a cover for the line of retreat.

"That the French Government itself recognizes the forests as a means of defense is shown by a provision in the Code Forestier, adopted in 1829 and still the forest law of the land, that private owners can be prevented by the Government from clearing away forests at the frontier wherever these are deemed necessary for defensive purposes. There can be no question but that they are, in fact, a decided advantage to the army having possession of them. First of all, they offer a serious obstacle to the advance of the enemy. Troops can not march nor can artillery-trains be transported rapidly through dense woods, particularly when it is possible to block the few roads leading through them by fallen trees. In Alsace, so I was informed by an eye-witness, the first step taken by the Germans after the declaration of war was to barricade every road as effectively as possible in this way. Presumably the French did the same thing in their own country wherever they were forced to retreat. That the blockades established in this way were effective in checking the advance and wasting the strength of the enemy can hardly be questioned.

"Furthermore, the forest forms an excellent shelter from which an army can fire upon an advancing enemy, while itself remaining in comparative security. It is easy to imagine an infantry or a cavalry charge across an open plain against an opposing army entrenched on the edge of a forest being repulsed with tremendous loss. On the other hand, there would be situations, particularly in level country, where the forest would present a serious obstacle to artillery fire, and considerable areas have probably already been cut over, in this as in other wars, to afford a clearer field and wider range for the batteries.

"The value of a wooded cover in masking fortifications must also not be overlooked. A correspondent with the German Army in describing the fortifications about Metz has stated that they were so skilfully concealed by woods and blended with the hillsides that nothing out of the ordinary was apparent. This is in striking contrast to the forts at Liége which, being unprotected in this way, stood out so boldly against the sky-line as fairly to invite bombardment. The correspondent further stated that in one particular battery which he visited overlooking the River Meuse, the guns were placed behind a screen of thickly branching trees with the muzzles pointing to round openings in this leafy roof. Even the gun-carriages and tents were screened with branches, while a hedge of boughs was constructed around the entire position as a protection against spies. This battery had been firing for four days from the same position without being discovered, altho French aviators had located all of its sister batteries so accurately that they had suffered considerable loss from shrapnel fire."

In the present war the forests have exercised an entirely new function—that of concealing the positions and numbers of the various armies from the vigilance of the enemy's airmen. In open country an aviator may determine with considerable accuracy the strength, position, and movements of the enemy's forces. In a forest this is impossible, and to this fact are probably due what few surprizes strategists have been able to bring about. The forest also offers opportunity for effective scouting. Natives of the country, thoroughly familiar with local conditions, find it comparatively easy to steal by outposts and to observe the enemy without being detected. We read further:

> "In the war zone of northeastern France conditions as regards forest cover vary widely. In the roughly rectangular area to the northeast of the Seine and northwest of the Oise the country is for the most part very flat and is almost wholly given up to agriculture. To the south of the Oise and the Aisne it becomes more undulating, with low hills, and here the farming land is interspersed with patches of forest and woodland. Still farther to the south and east, along the Meuse River and in the Vosges Mountains, the country becomes still more rugged and the forests more abundant.
>
> "The topography and the distribution of the forests throughout this region probably account largely for the decision of the Germans to hurl their main attack against France through Belgium rather than through the more difficult route to the south. To these factors can also be attributed in large measure the rapid advance of the right wing of the German Army in the early stages of the war, while the left made little or no progress. In the north the comparatively level, unwooded country interposed practically no obstacle to the free movement of the armies, and as a result the early advance of the Germans here was almost incredibly swift. During the same period, farther south in the region of Verdun and Nancy, the rugged, heavily wooded country, in conjunction with fortifications and strongly entrenched troops, held both armies practically stationary.
>
> "To what extent the forests in the war zone will be injured during the progress of the war is problematical. That they will suffer more or less, however, can not be doubted. Much wood will be cut for fuel and construction work; trees will be felled to block roads; whole stands may be leveled to clear the way for artillery fire; and the rain of shot and shell will do much damage to standing trees, much more than the damage done similar forests in the Franco-Prussian War. Equally serious will be the havoc wrought by forest-fires. These will be set not only by accident, but also purposely in order to harass the enemy.
>
> "This was the case in the Forest of Compiègne, which is said to have been fired by the British in order to drive out the Germans. While the fire may have been effective from this point of view, it also doubtless destroyed very largely the natural beauty of the famous forest and seriously disarranged the carefully laid plans for its management. If the war lasts as long as experts predict, it is certain that large sections of the forests in which the armies will operate will be cut down for fire-wood. To date it is evident that there has been much cutting of young growth to use as screens in hiding entrenchments and masking batteries.
>
> "Cathedrals and other edifices are not the only objects that have been devastated. Like the cities and towns, the forests will for many years bear unmistakable evidence of the ravages of war, and in many cases the damage done them will take much longer to repair."

© Underwood & Underwood, New York. Courtesy of "American Forestry," Washington, D. C.

A SHELTER IN TIME OF NEED.

A detachment of German infantry in the Vosges Mountains, operating unsuccessfully in the neighborhood of St. Dio, seeks shelter in this fringe of wood to rally for another attack.

PRESSURE ANESTHESIA AGAIN

THE ALLURING IDEA of preventing pain in the dentist's chair by pressing on the patient's finger has aroused wide interest among both dentists and patients. This method, as used by Dr. W. H. FitzGerald, of Hartford, Conn., who avers that he is able to produce anesthesia by simple pressure, is examined, and in great part rejected, by Dr. William Harper De Ford, of Des Moines, Iowa, in an article contributed to *The New Jersey Dental Journal* (Newark, September). Dr. De Ford attended a demonstration of the new method at a meeting of the New Jersey State Dental Society, in July, and, if we are to believe his statement, it was by no means conclusive in that method's favor. Dr. FitzGerald's plan of producing numbness anywhere in any one of the "zones" into which he divides the body, by simple pressure on a bony prominence within that zone, he believes will not work at all. The pressure must be applied very near the part to be anesthetized, and even then, apparently, it is not successful unless it is so placed as to cut off the blood-supply, in which case, of course, the result embodies no new discovery whatever. Many of the patients, Dr. De Ford says, suffered much more pain than if the pressure method had not been used on them at all. We read:

> "Fifteen men were admitted at a time to the clinics and allowed to remain fifteen minutes. Three 'zonotherapists' conducted the clinic, each having a separate booth. In the booth which the writer visited, the first time around, a dentist took the chair, having a sensitive bucco-distal cavity in a lower first molar. The operator did not rely upon the finger-joint in this case, but made pressure with his thumb and finger on the tissues at the extremity of the roots, buccally and lingually, pressure causing intense pain. At the expiration of three minutes the cavity was touched with an explorer, and patient could not distinguish any diminution in sensation.
>
> "Second Case.—Dentist presented with a mild acute tympanitis, resulting from water entering the ear while bathing. Attempt was made to apply pressure at the inferior dental foramen. Much gagging resulted, and intense pain during the entire three minutes, with no diminution of the symptoms.
>
> "In the third case an attempt was made to anesthetize the tissues adjacent to the upper left central incisor. The thumb was applied to the hard palate distally, and the index-finger to the tissues above the tooth labially, pressure being exerted for three minutes. A sterilized needle applied to the gum showed not the slightest numbness. The clinician remarked that he had been more successful in inducing anesthesia for extracting than for such cases.
>
> "On the second time around the writer took the chair of another clinician and wished the gum anesthetized in the region of the upper right cuspid. The pressure applied with thumb and finger on the tissues above the tooth was so painful it felt as tho the bone would be crusht, and it was necessary to diminish

the pressure. At the expiration of the allotted time, three minutes, the needle test showed no diminution of sensation in the gum.

"On the second day the interest had diminished to such an extent that it was not difficult to find a good position at any of the chairs. A lower molar was fractured for a dentist in an attempt to remove it under pressure anesthesia, and after several unsuccessful attempts at removal, with apparently as much suffering as I have ever seen in a dental chair, nitrous oxid and oxygen was administered and the roots extracted.

"I, of course, could not see all the cases, but did see a sufficient number to convince me that only occasionally could operations be performed painlessly by the FitzGerald method.

"The most successful case that came under my observation was the extraction of a very loose root from the mouth of a patient some seventy-five to eighty years of age, the amount of force exerted must have been less than one pound. The audience, in a spirit of fun, applauded, producing considerable merriment. . . . . . .

"In private conversation with the clinician, whom I knew to be an extracting specialist, I asked what success he had with this method in practise. He replied, 'In about 25 per cent. of the cases,' but he added, 'I never use this method unless the patient requests it, and then I do the best I can, not promising anything.' He also made the statement: 'You can get analgesia, however, sufficient to operate on the most sensitive cavities in 95 per cent. of the cases in which it is used.' In reply to the question if he relied upon pressure on the finger-joints he said: 'No, I prefer to get as direct pressure as possible upon the nerves themselves approaching the teeth and gums.'

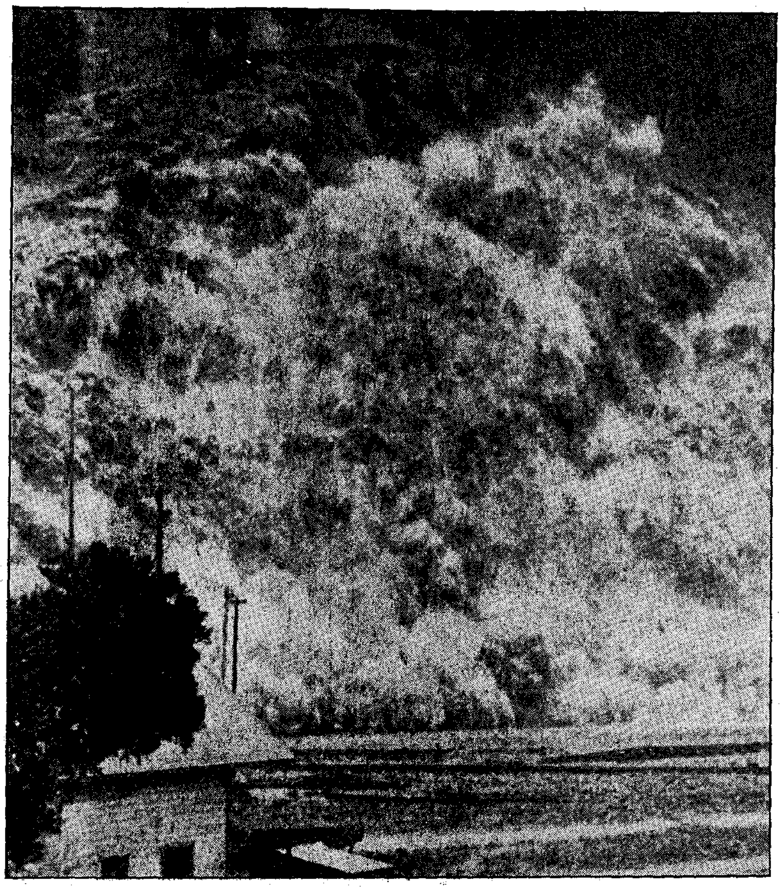
"Dr. FitzGerald was present at these clinics, but at no time did I see him make practical application of his methods. He is certainly a very affable gentleman, and explained constantly to groups of dentists the things they wished to know, giving them personal instruction as to where and how to make pressure to get results in various parts of the body."

Dr. De Ford calls attention to the fact that a certain amount of anesthesia, due to pressure, is no new thing. Such manipulation by osteopaths in different parts of the body to relieve pain is, he says, a daily occurrence, but before the osteopath was, it had been practised for centuries. Baseball-players frequently grasp and squeeze a finger that has been hit on the end with a swift ball—the pressure inhibits nerve-action, shuts off communication with the brain, diminishes or prevents pain. He goes on:

> "But the real mysticism of the FitzGerald method of pressure, or 'reflex anesthesia,' is found in those cases in which the pressure is made at points and positions so remote from the seat of pain or pathologic condition as to evidently have no connection whatsoever with the case under consideration. Dr. FitzGerald told the writer that he had no explanation to offer, and that should he advance a theory to-day, he might have to announce another next week, but he did say we know little about the lymph, and it may be that we get this action through the lymph channels. . . .
>
> "He maintains that, after exerting the proper amount of pressure for the proper length of time, the patient will feel a wavelike sensation passing from the part prest to the organ or tissues desired, and when this sensation arrives at the given part, pain, if present, is abolished, and a state of surgical anesthesia induced."

BLASTING BY WHOLESALE

UNDER THIS HEADING, recent blasting operations near San Francisco Bay, resulting in the disruption of an entire hillside, with the dislodgment of hundreds of thousands of tons of rock, are described in *The Mining and Scientific Press* (San Francisco, October 24) by M. W. von Bernewitz. A large quantity of rock, this writer tells us, is quarried from various points around the bay, to be used for concrete construction, roads, filling, and other purposes. The material is loaded on barges and towed to various points as desired. For filling in the water-front and constructing part of the new two-mile mole on the Oakland side, a recent contract calls for the delivery of about 1,000,000 tons of rock, which is now being excavated at a quarry about an hour by water from the city. The plant here includes three steam-shovels, each capable of handling 1,000 to 1,300 cubic yards of rock in ten hours, a railroad system, and electric dumping apparatus which can fill a barge of 250-ton capacity in about an hour. Says Mr. von Bernewitz, in substance:



Courtesy of "The Mining and Scientific Press," San Francisco, California.

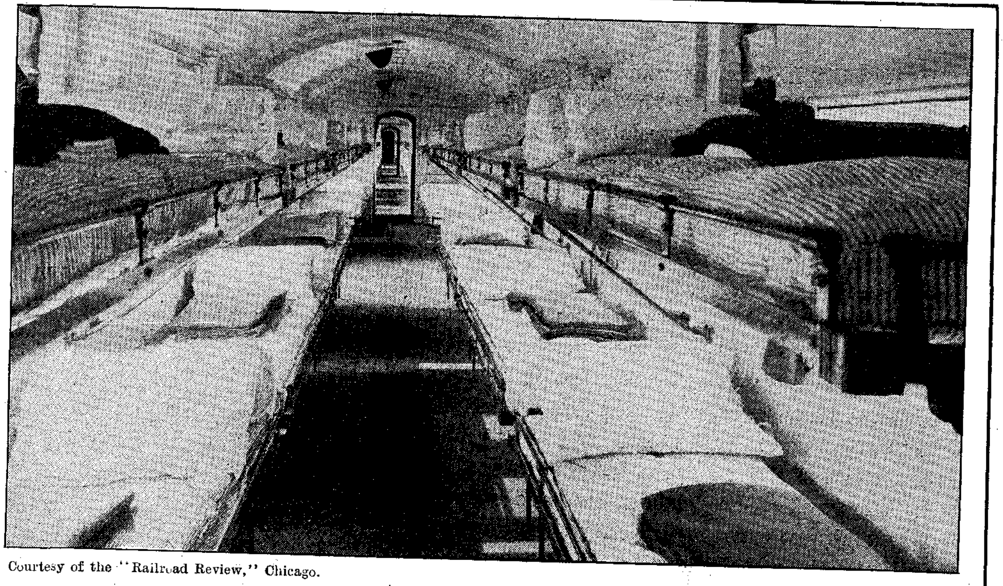
A GIANT BLAST THAT MOVES MOUNTAINS.

So thoroughly was this hill mined that the whole mass literally rose in the air when the charge was exploded.

> "In order to have plenty of rock for the shovels, large quantities of material are broken at the two faces being worked. One is a brown and the other a blue metamorphic sandstone, the latter being the hardest. On July 11, 1914, a large blast was made at the brown face, which kept the shovels supplied for over two months. An adit was driven into the hill 95 feet, from which cross-cuts were driven 70 feet each way. The cross-cuts were divided into four sections each, and were charged with powder. Three electric exploders were inserted in each charge, making twenty-four in all. Laying the powder and tamping took about four days.
>
> "To help the main blast by cutting away the foot of the hill, so as to allow the broken rock to slip down, eight 22-foot holes were bored at equal distances. These 'toe-blasts' were fired first, and so loosened the bottom. In setting off the large charge, a 220-volt, 110-ampere electric current was switched on to the leads. At the moment of disruption, as shown by the half-tone, the whole hill was lifted out several feet, fell back, and then the broken rock started to roll down. There was only a dull thud heard, more noise being caused by rolling of rocks than the actual explosion. The blast was an excellent one, and a total of 166,250 tons of rock, well broken up, and, requiring no secondary blasting, has since been moved by the steam-shovels and dumped into San Francisco Bay."

AN ENGLISH RED-CROSS TRAIN

THE ACTIVE cooperation of the British railways with the military authorities appears, among other things, in the alteration of passenger equipment for hospital service, furnishing facilities for carrying the wounded from Channel ports to hospitals at interior points. It has been arranged, we are told by F. C. Coleman, writing in *The Railway Review* (Chicago, November 7), that each of the chief British railway companies shall provide a certain number of special trains for this purpose, and he describes and illustrates, in his article, the accommodations prepared, under this arrangement, by the Great Eastern Railway. The ambulance train on this road consists of nine coaches, of which five have been turned into ward cars, each containing beds for twenty men; one, a luggage van, has been converted into a pharmacy, with operating-room and other conveniences, while two accommodate the medical staff, nurses, and attendants, with necessary stores. The remaining car is a diner. Writes Mr. Coleman:



Courtesy of the "Railroad Review," Chicago.

A RAILROAD WAR HOSPITAL DE LUXE IN ENGLAND,

Showing the efficiency with which ordinary coaches are transformed into ambulance trains.

"The beds in the ward-room are disposed in two tiers, and when made up are supported by stanchions to the floor in the case of the lower range, and to the side pillars in that of the upper range. The vehicle is divided into two sections, one large and the other small, the larger section containing twelve beds and the smaller one eight. In one of the cars four of the beds are specially allocated for officers. In the lavatory compartment a large steam jet is provided for sterilizing purposes, and the floor is lead-covered. Throughout the rest of the car the floor is covered with thick linoleum.

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IMPROVISED HOSPITAL TRAIN IN FRANCE.

Not so luxurious as the British train, yet it saves many lives.

"In many respects the pharmacy-car is the most interesting in the train. The whole of the interior of the luggage brake van was stript, and altho in its new form the vehicle has still a side corridor, this is much wider than that in ordinary use, so as to enable stretchers to be readily carried along it. The pharmacy has large nests of pigeonholes and shelves for medical and surgical necessities, a folding table and a gas-heater of special design for hot water, with a large water-tank in the roof, besides other accessories. The floor and lower parts of the sides of the operating-room are lined with lead, and the compartment is provided with a sliding door to the corridor with an eight-foot clear opening to allow free access for stretchers.

"In the dining-car the chief interest centers in the provision made to convert it into a sleeping-car when required, altho the arrangement of the car for dining has been amended. Originally this car was designed to seat sixteen persons, but as now arranged the total number accommodated at one time is twenty-two. When adapted as a sleeping-carriage the accommodation is for ten persons, each provided with a comfortable couch.

"The structural alterations in the case of the two remaining coaches of the train are not very material. In their original form these vehicles each comprised three third- and two first-class passenger compartments, with lavatory accommodation for each class, and also a compartment for guard and luggage. In one of them the first-class compartments are now allocated to doctors and nurses, respectively, while the other compartments form storerooms. The third-class accommodation in the last-mentioned case is preserved intact, but in the other carriage this has been done with the middle compartment only, the remaining two having been converted into a pantry and a storeroom. In one case again, the guards' compartment has been retained in its original shape, but in the other case it has undergone complete change, all the usual equipment having disappeared, and by the installation of tables, armchairs, and other furniture the compartment has been converted into a comfortable mess-room and office. In both vehicles the passenger compartment can, if required, be easily and quickly made up as sleeping-carriages.

"As regards general fittings everything possible has been done to promote comfort and convenience, the lighting, heating, and ventilating arrangements being exceptionally good."

LETTERS - AND - ART

CLEARING UP "CULTURE"

IT HAS PUZZLED many minds, which have exprest their bewilderment in editorial and cartoon, to see the strange things that have been done lately in the name of culture. The Germans first put forth the word as an oriflamme, and opposing elements have denied that military ambitions or expedients can exist under her egis. Plainly the two sections have not been talking in common terms, and so have hopelessly misunderstood each other. This fact is clearly brought out by Prof. Frank Jewett Mather, of Princeton University, that "when a German speaks of *Kultur* he means an entirely different thing from what a Latin or Britain means by culture." Professor Mather has already contributed to the current discussions, and his sympathies are plainly indicated on the Allied side, yet his examination of the two words and the states of mind back of them is largely of an academic nature, and either will be accepted as a fair statement or will elicit a reply from some writer of equal standing on the other side. *Kultur*, he says in the New York *Times*, "means the organized efficiency of a nation in the broadest sense—its successful achievement in civil and military administration, industry, commerce, finance, and in a quite secondary way in scholarship, letters, and art." By a further distinction it may be said that—

"*Kultur* applies to a nation as a whole, implying an enlightened government to which the individual is strictly subordinated. Thus *Kultur* is an attribute not of individuals—whose particular interests, on the contrary, must often be sacrificed to it—but of nations.

"Culture, for which the nearest German equivalent is *Bildung*, is the opposite of all this. It is an attribute not of nations as a whole, but of accomplished individuals. It acquires national import only through the approval and admiration of these individuals by the rest, who share but slightly in the culture they applaud. The aim of culture is the enlightened and humane individual, conversant with the best values of the past and sensitive to the best values of the present. The open-mindedness and imagination implied in culture are potentially destructive to a highly organized national *Kultur*. A cultured leader is generally too much alive to the point of view of his rival to be a wholly convinced partizan. Hence he lacks the intensity, drive, and narrowness that make for competitive success. He keeps his place in the sun not by masterfully overriding others, but by a series of delicate compromises which reconcile the apparently conflicting claims. Moreover, he has too great a respect for the differences between men's gifts to formulate any rigid plan which requires for its execution a strictly regimented humanity. He will sacrifice a little efficiency that life may be more various, rich, and delightful.

"Hence nations with cultured leaders have generally been beaten by those whose leaders had merely *Kultur*. The Spartans and Macedonians had abundant *Kultur;* they generally beat the Athenians, who had merely very high culture. The Romans had *Kultur*, and the Hellenistic world wore their yoke. Germany unquestionably had admirable *Kultur*, and none of the mere cultured nations who are leagued against her could hope to beat her singly.

"On the other hand, Germany has singularly little culture, has less than she had a hundred years ago, does not apparently desire it. She has willingly sacrificed the culture of a few leading individuals to the *Kultur* of the Empire as a whole. Thus it is not surprizing that Germany, as measured by the production of cultured individuals, takes a very low place to-day. Not only France and England, Italy and Spain, but also Russia and America may fairly claim a higher degree of culture. Here the fetish of German scholarship should not deceive us. Culture—a balanced and humanized state of mind—is only remotely connected with scholarship or even with education. A Spanish peasant or an Italian waiter may have finer culture than a German university professor. And in the field of scholarship, Germany is in the main chiefly laborious, accurate, and small-minded. Her scholarship is related not to culture, but is a minor expression of *Kultur*. Such scholarly men of letters as Darwin, Huxley, Renan, Taine, Boissier, Gaston Paris, Menendez y Pelayo, Francis J. Child, Germany used to produce in the days of the Grimms and Schlegels. She rarely does so now. Her culture has been swallowed up in her *Kultur*."

The claim of Germany to realize her *Kultur* at the expense of her neighbors, Professor Mather admits, is at first sight plausible, because "her *Kultur* is unquestionably higher than theirs":

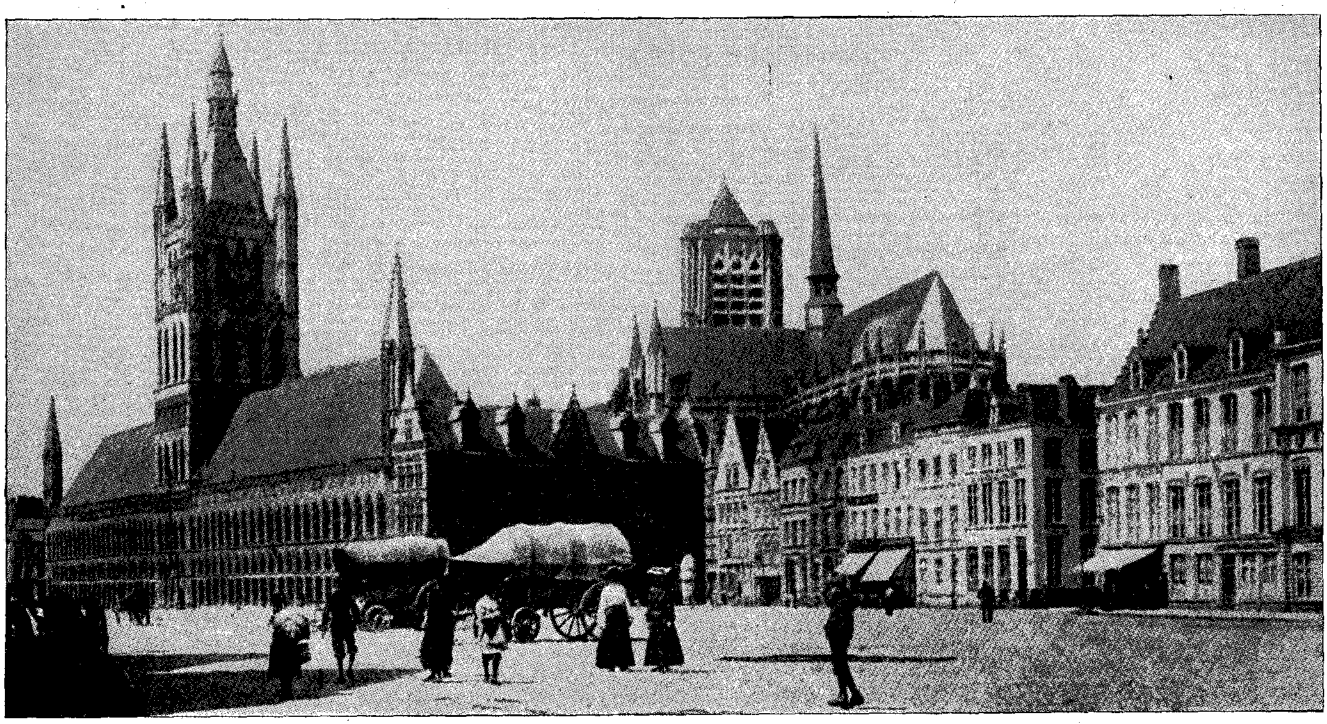
"She has a sharply realized idea of the State, and she has justified it largely in practise. In a certain patience, thoroughness, and perfection of political organization, her preeminence is unquestionable. The tone of her apologists shows amazement and indignation over the fact that the world, so far from welcoming the extension of German *Kultur*, is actively hostile to that ambition. Yet, even if it be conceded that Germany's *Kultur* is wholly good for herself—surely a debatable proposition—it does not follow that it is or would be a universal benefit. Nations may deliberately and legitimately prefer their culture, with its admitted disadvantages, to the *Kultur* which pleases Germany. England is often mocked for the way in which she 'muddles through' successive perils, yet she may feel that the stereotyping of her people in a rigid administrative frame might be too high a price to pay for constant preparedness. As for us Americans, we have made a virtue, perhaps overdone it, of avoiding a mechanical *Kultur*. We prefer the greatest freedom for the individual to the perfectly regimented state. We will move toward culture and cheerfully assume the necessary risks of the process.

"In a broader view, the war may be regarded as a contest between the metallic, half-mechanical *Kultur* of Prussianized Germany and the more flexible civilizations of States that have inherited culture or aspire to it. Germany herself has rejected the humane and somewhat hazardous ideal of culture, so she can not wonder or complain when she sees that the culture of the world is almost unanimously hostile to her. There is no quarrel with German *Kultur* itself, merely a feeling that it has its drawbacks, that it is, on the whole, as unlovely as it is impressive, that there is quite enough of it in the world already, and that its broad extension would be disastrous.

"Meanwhile the nations of culture have much to learn from Germany's *Kultur*. Flexibility may mean weakness. The United States, for example, could well have a standing army and an army reserve commensurate with its history and prospects, without incurring any danger of militarism. There is, finally some disadvantage in being merely a culture nation, for such a nation can add a large measure of *Kultur* without belying itself. On the contrary, so highly developed a *Kultur* nation as the German Empire puts itself in a position where it is almost impossible to acquire any considerable degree of culture. Culture is the enemy of such a state—it must remain in the Spartan or Macedonian stage. Rome began to decline as soon as Hellenistic culture got the ascendency over the old Latin *Kultur*."

The New York *Evening Post* thinks Professor Mather's definition not quite comprehensive enough—the meanings of "civilization," "progress," and "social evolution" all enter into the German's conception of *Kultur*. It adds:

"Rightly understood, German *Kultur* is very much like the good old Anglo-Saxon virtues—industry, order, filial obedience—and a love of soap and water. . . . It would probably hurt Mr. Kipling to be told that he is a fervent believer in German *Kultur*. But the fact is that his attitude toward the subject races, his doctrine of East and West, his portrayal of the Englishman in India, is only an exaggeration of the German attitude toward the Slav. Mr. Kipling will not deny to the Hindu his ancient civilization, rich philosophy, literature, and art; but, in the last resort, the Englishman bathes and fights and subdues nature to the uses of man, whereas the native's customs tend to be 'beastly' and lazy. In a milder form this is the Teuton's view of his own *Kultur* as against that of the Slav."



Photograph by Underwood & Underwood, New York.

ANOTHER BELGIAN CITY TO FALL IN RUINS.

The square in front of the Cloth Hall at Ypres, the Flemish town now shattered by shell-fire. This building was begun in 1200 by Count Baldwin, of Flanders, and finished in 1304. It symbolized the great cloth-weaving industry of the place in the fourteenth century when the population was 200,000. Wars and plagues led to the decay of the cloth-weaving industry there, and the population was reduced to about 18,000.

HEINE AS A PROPHET

THE GIFT OF PROPHECY is imputed to Heine, the poet of irony and of sentiment, by a writer in the Paris *Journal des Débats,* who says that with singular prevision he announced the coming of German hegemony. Altho he was mistaken in his belief in an uprising of democracy, the writer adds, yet he was correct in his predictions of the exploits of Greater Germany. Whether Heine really cared for France is questioned by the writer, who discloses him as stoutly pro-German in one of his prefaces, tho ten years earlier, in certain magazine articles, he had warned France to be always on her guard against German aggression. But it must be remembered, we read, that Heine was "an impertinent wit" who, in his judgments of men and things, "sought above all an excuse for sarcasm." For all that, he and his democratic compatriots deeply admired the institutional results of the French Revolution and held them up as an example to Germany. So that if he praised France it was chiefly for the purpose of sowing the seeds of a German revolution. In evidence of Heine's prophetic powers, the writer in the *Journal des Débats* cites the above-mentioned preface, which introduces his poem "Deutschland." This preface, we are told, does not appear in the French edition of the complete works of Heine; and probably, says the writer, because those "who wished to pass off the German poet as a French wit" knew it contains statements that might be countersigned by "Pan-Germanism hungry for new conquests." According to this writer, Heine says:

> "I shall never yield the Rhine to France, for the simple reason that it belongs to me. It is mine by birthright, because I am the free son of the free Rhine. It is true that I can not incorporate Alsace and Lorraine with the German Empire as easily as you manage it, because the people of these countries cling to France, on account of the rights gained through the French Revolution in the matter of free and equal laws, which are so dear to the *bourgeois* mind. For all that, the Alsatians and the Lorrainers will reunite with the Germans if we bear to the end the burden the French have taken up; that is, if we surpass them by our actions, as we have already surpassed them in thought, and if we pursue to the uttermost what this thought involves.
>
> "And then, not only Alsace and Lorraine, but also France, all Europe, the whole world, will come under our yoke—the whole world will become German. Often I dream of this mission, of this universal domination of Germany, as I take my walks in the shade of the oak-trees. This is my patriotism."

This preface to the poem "Deutschland," we learn, bears the date of September 17, 1844. And yet ten years earlier, when Heine published his articles on "Intellectual Germany" in the *Revue de Deux Mondes,* he warned France against the intentions of Germany which he himself was to reveal. His book on Germany contains passages of such startling prevision, the writer tells us, as almost to be called prophecies of the present state of things. For instance, at the close of the chapter entitled "From Kant to Hegel," Heine says that "the natural philosopher will be terrible" because "he rouses in himself that love of fighting which characterizes the ancient Germans." Again, "then will appear Kantists who will have no ear for piety, whether in the world of facts or of ideas, and who, with ax and sword, will mercilessly ravage the soil of our European life in order to destroy the last remaining root of the past." The writer then calls attention to a more precise prophecy of Heine's, from whom he quotes as follows:

> "To a certain degree Christianity softened the brutal battle-ardor of the Germans. Yet it did not destroy the instinct, and when the cross, the talisman that holds it in check, is broken, there will be a new eruption of the ferocity of the ancient warriors and of the frenzied Berserker exaltation still celebrated by the poets of the north. Then—and, alas, the day is bound to come—the old war-divinities will rise from their fabled tombs. . . . Thor will come forth with his gigantic hammer and smash the Gothic cathedrals into ruins."

Further on in this passage, says the writer in the *Journal des Débats,* Heine pictures the devastation of "the Teuton hordes" and issues a warning to France, as follows:

> "You must not laugh at my counsels, even tho they come from a dreamer who asks you to defy Kantists, Fichteans, and natural philosophers. . . . Remain always armed and tranquil at your post. I have only the best of feelings toward you, and

so I was almost terrified lately when I heard that your Ministers proposed to disarm France."

The present French writer is impelled to confess that France has not given sufficient heed to the advice of Heine, and he adds: "Nor did our defeats of forty-four years ago prevent us from listening to protestations of friendship on the part of other Germans who came to the shores of the Seine after Heinrich Heine and strove to lull our doubts to sleep."—*Translation made for* THE LITERARY DIGEST.

THE MILITARIST AND THE HUMANE GERMAN

THAT there are two sides to every question is shown by the press of a single day when Germany is represented by two of her spokesmen to exactly opposite effect. As the militarist Germany is principally in the public eye, Major-General von Ditfurth is probably entitled to speak first, and he, it must be admitted, rather glories in the title of "barbarian." "No object whatever is served by taking any notice of the accusations of barbarity leveled against Germany by our foreign critics," he writes in the *Hamburger Nachrichten*. "Frankly we are and must be barbarians, if by this we understand those who wage war relentlessly and to the uttermost degree." He further feels that—

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WHERE THE FIGHTING IN FRANCE STILL RAGES.

The Palace of Justice in the Place de la Republique in the French city of Lille, now in German hands.

> "It is incompatible with the dignity of the German Empire and with the proud traditions of the Prussian Army to defend our courageous soldiers from the accusations hurled against them in foreign and neutral countries. We owe no explanations to any one. There is nothing for us to justify and nothing to explain away. Every act of whatever nature committed by our troops for the purpose of discouraging, defeating, and destroying our enemies is a brave act and a good deed, and is fully justified.
>
> "There is no reason whatever why we should trouble ourselves about the notions concerning us in other countries. Certainly we should not worry about the opinions and feelings held in neutral countries. Germany stands as the supreme arbiter of her own methods, which in the time of war must be dictated to the world.
>
> "It is of no consequence whatever if all the monuments ever created, all the pictures ever painted, and all the buildings ever erected by the great architects of the world be destroyed, if by their destruction we promote Germany's victory over her enemies, who vowed her complete annihilation. In times of peace we might perhaps regard the loss of such things, but at the present moment not a word of regret, not a thought should be squandered upon them. War is war, and must be waged with severity. The commonest, ugliest stone placed to mark the burial-place of a German grenadier is a more glorious and venerable monument than all the cathedrals in Europe put together.
>
> "They call us barbarians. What of it? We scorn them and their abuse. For my part, I hope that in this war we have merited the title of barbarians. Let neutral peoples and our enemies cease their empty chatter, which may well be compared to the twitter of birds. Let them cease their talk of the Cathedral at Reims and of all the churches and all the castles in France which have shared its fate. These things do not interest us. Our troops must achieve victory. What else matters?"

The humane side of Germany is seen in the statements of Dr. Bode relative to the question of art reprisals in Belgium. Mr. Edward Robinson, of the Metropolitan Museum of Art, brings these statements forward in the New York *Times* to offset "unpleasant insinuations" that, he says, have been appearing recently as to Dr. Bode's "wishes or intentions with regard to the disposition of works of art in Belgium, and possibly France as well":

> "I beg that in justice to him you will allow me to state his own sentiments on the subject, as nearly as possible in his own words. In the October number of *Kuenst und Kuenstler* was published an article by Dr. Emil Schaeffer on 'War Indemnity in Works of Art,' giving a list of the works of art owned by the Belgian State and municipalities, which he thought should be handed over to Germany. I translate the following from Dr. Bode's reply to this article, which was published in the Berlin *Lokal Anzeiger* of October 8:
>
> "'The undersigned declares that he holds quite the opposite opinion regarding the retention of works of art in the enemy's country. With proscription lists, such as exist for France in the imagination of Ugo Ojetti, and as Herr Schaeffer has thought them out for Belgium, I have no sympathy whatever. On the contrary, my conviction is that all civilized nations ought to retain the creations of their own art and the works of art which legitimately belong to them, and that it is our duty to protect the monuments of a hostile country just as we should our own. . . . . . .
>
> "'It was precisely in order to save the works of art in Belgium for the Belgians that the present writer recommended the sending of one of our museum officials to Belgium. Since that time Director von Falke has been working zealously to insure the safety of the treasures in that country, acting in behalf of the Belgian Government in common with our military authorities, who, before his arrival, and in spite of the fact that the conduct of the populace was a violation of the law of nations, were doing what they could for the preservation of the monuments, even with danger to themselves, in both Belgium and France, especially at Reims. The endeavors of the Berlin museum authorities will be directed toward seeing that, after a victorious ending of the war, Germany does not follow the example set by England in the removal of the Parthenon sculptures, and by France under Napoleon I. in plundering the artistic treasures of nearly every country in Europe.'

"In these words Dr. Bode has placed himself on record in the most emphatic manner that he could, and, believing as I do that they are entirely sincere, I think we need feel no uneasiness as to the ultimate fate of the paintings in Belgium if he has a voice in the decision."

HOW OXFORD IS HIT BY THE WAR

MATTHEW ARNOLD once spoke of Oxford as a place where England's "young barbarians" might be seen "all at play." The war has put an end to their play-time. A writer in the London *Times*, who asks where the undergraduates are now, says: "We miss them by field and stream, and in the 'streamlike' windings of the High Street which they are wont to make so busy and so merry." Oxford is changed, he declares, "sadly and drastically enough." "The classes that the reformers always want to reform away, the well-to-do, the athletic, and the sporting, who are often scholars too —they are gone; and all can see what Oxford looks and is without them. They were the first to go, straining at the leash, streaming up in the vacation, begging and praying for commissions, longing to get to the French shore." We read on:

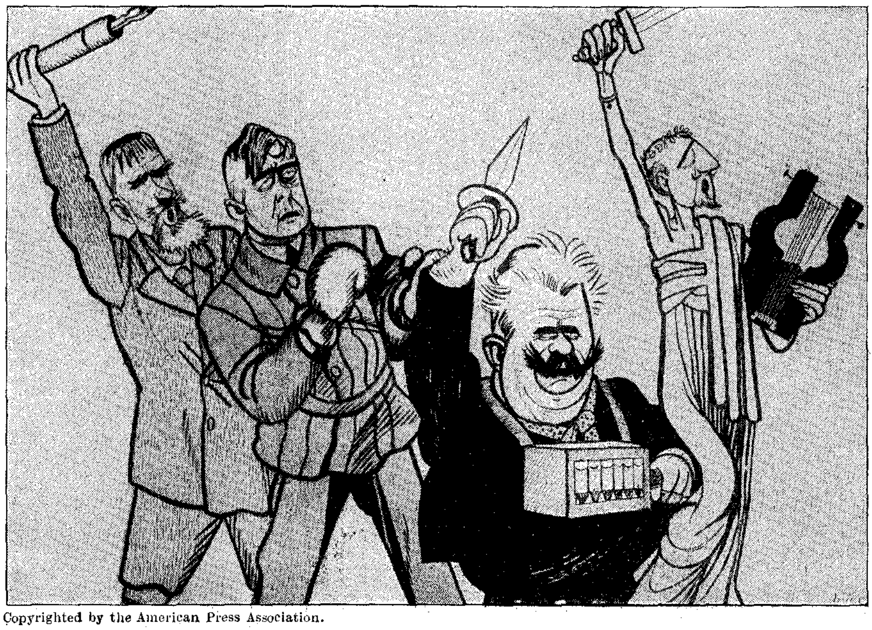
"War acts both by 'shock' and by 'attrition.' Oxford has felt the first, and is beginning to feel the second. The 'shock' fell upon her in the month of August, when, as is already known, over 1,000 of her undergraduates were recommended for commissions, with the result, obvious at once, that none of them would be in residence this term, or, as is fairly certain, this academic year, and that many of them would come back no more. A further number were similarly recommended and withdrawn before the vacation ended. Now, in the second week of term, it is more possible to take stock of Oxford's actual position. It will be, of course, some time before the results of the 'shock' take full effect. But the second process, of 'attrition,' has also begun, and is going on. Some 600 freshmen have matriculated instead of the 1,000 of last year, but the diminution is still more apparent in the ranks of the seniors. . . . . . .

"The Officers' Training Corps reigns in great vigor and rigor. The undergraduates have responded splendidly to the Vice-Chancellor's appeal to 'every able-bodied young man to join,' and the numbers of the corps stand at something like 700. Yet the arrangements are severe and exacting. As an undergraduate remarked, it is for the first time really a corps for training officers. Those enrolled are divided into Class A, who are pledged to be ready to take commissions at the end of or during the present term, and Class B, who are unable or unwilling to take commissions till a later date. Every cadet has to attend all compulsory parades and all the lectures arranged for his class. It will be seen, then, that Class A will disappear at the end of term, if, indeed, some of its members do not go sooner, and the greater part of Class B will follow in the course of the year. The result is that the only undergraduates who can be counted on to remain are those who have not joined the O. T. C., and that these will be much less than a thousand. Besides the undergraduates, not a few of the younger dons may be seen drilling in the park, and they, too, will, ere long, take their departure. Military training is the overwhelmingly predominant athletic exercise, and khaki is the only wear. The aspect of the streets is strangely changed. One of the chief scenes of interest in the daytime is the Base Hospital, where nurses, doctors, and the convalescent wounded may be seen streaming to and fro. At night the stronger electric lights are turned off, and gloom prevails."

A new feature in Oxford is the considerable number of Belgian refugees, among them some dozen professors, nine from Louvain:

"Some of these are giving occasional lectures. Others are pursuing their studies in the Bodleian or the University laboratories. Beside these a certain number of specialist students are beginning to arrive, who have been prevented from going to Germany, Switzerland, or other places abroad, and are now seeking advanced instruction with the Oxford professors. This is one of the most satisfactory and interesting features of the moment, as it is at once a tribute to Oxford and will make her better known and to a different class."

A SUBSTITUTE FOR COLLEGE ATHLETICS—Something akin to Oxford's Officers' Training Corps is suggested for American colleges in a proposal to bring the entire student body under physical training, and also provide for national defense. It is urged by *Puck* (New York) that our colleges and universities be turned into training-camps. Secondary schools would be unlikely to lag far behind. We read:



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BERNARD SHAW, MAETERLINCK, LEONCAVALLO, AND D'ANNUNZIO IN GERMAN EYES.

Represented by a German cartoon as the men "who were glad enough to profit by Germany's love for culture. They accepted German gold, yet now they rage against the country which recognized their genius and would bite the hand that fed them."

"Were we suddenly called upon to face a crisis such as Europe was called upon to face with but very little warning, it would find us wofully unprepared. In the security of our peace we have neglected to build up an organization capable of performing the multitudinous services of war, or of any great disaster, either political or physical, which may come into a nation's life. The thousands of young men in colleges and universities offer a field for the development of such a force of trained men in a way that would entirely revolutionize our educational as well as our defensive system.

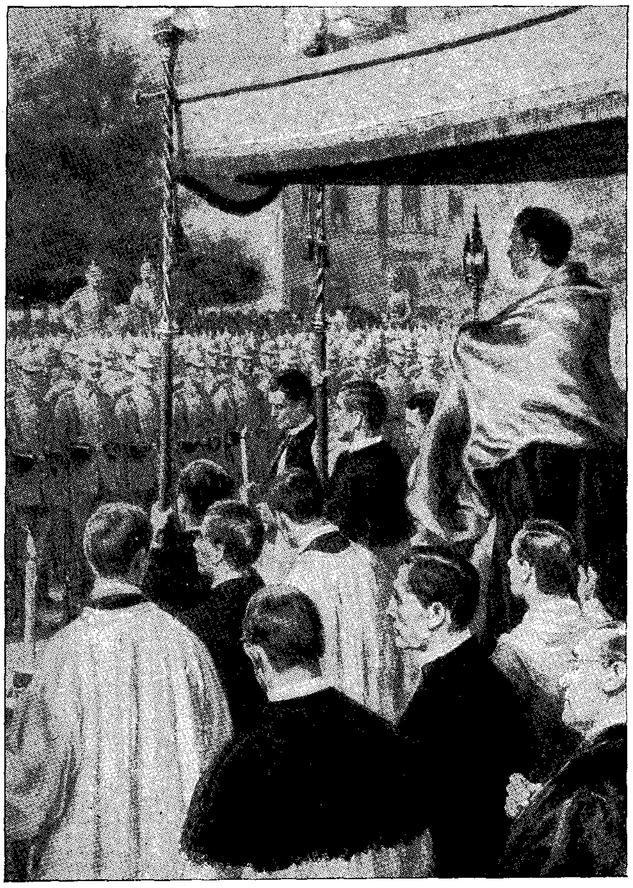
"As our athletics are conducted to-day, a few picked men have trainers, coaches, rubbers, and waiters for the purpose of preparing them for a conflict with a correspondingly small group of similarly trained men from other institutions. The remainder of the student body, which makes this training possible, is meanwhile physically utterly neglected.

"Yet the average young man entering college is quite as much in need of physical development and training as of mental. The country, too, is in need of disciplined, trained men; and this double need can be met—can be met for less money than is expended on a single season's football team. A system of military drill, under the supervision of experts in military discipline and hygiene, with the cooperation of the athletic associations of the colleges, and under the auspices of the United States Government, would prove of inestimable value to every student in the college, and would furnish to the nation a groundwork upon which a magnificent, national service could be established. A spirit of true patriotism and of unselfish public service would be instilled in the students. The nucleus of a trained military corps would be established from which officers and men could be recruited, with but little additional training in time of war."

RELIGION-AND-SOCIAL-SERVICE

FAILURE OF PRAYERS FOR PEACE OR VICTORY

A LETTER written to the New York *Evening Sun* signed by "A Mother" asks if we have lost faith, and if that is why our prayers for the cessation of the world's conflict are fruitless. The *Evening Sun* editor gives prominence to the letter "because it expresses with evident sincerity a doubt that has clouded the minds of honest people in these days of battle." In the presence of great calamities, it observes, such questions come unbidden: "Does the Supreme Wisdom heed the supplications of men? And do men ask for divine intervention with genuine confidence that the help they seek will be granted?" The letter, which occupies a conspicuous place in large type, reads in this way:


From "The Graphic," London.

BLESSING A BAVARIAN REGIMENT.

"God on the lips of every potentate, and under the hundred thousand spires prayer that 22,000,000 servants of Christ may receive from God the blessed strength to tear and blow one another to pieces," so Galsworthy states the irony of events.

"When I follow in your paper the daily toll of the war, the thousands of lives sacrificed to the greed or vainglory of nations, unoffending women and children thrown out into the world penniless, homeless, and robbed of husbands and sons, I wonder how it can be that an all-powerful Being allows such a state of things to keep up. For what are all our effort at progress and our striving toward usefulness and achievement if we are to be torn to pieces and thrown into the ditches? Of what use are all our millions a year and the sacrifices of good men and women to convert the heathen to our way of thinking when we in turn imitate the wild beasts in our ferocity toward our fellow man and turn the strength of our arms and the ingenuity of our brains toward annihilating one another?

"Our day of prayer for peace was unavailing and our peace parades came to nothing. Is it because we asked without faith? Have we really lost faith, or are we being punished for having attained wings like the bird, for chaining the lightning, and blotting out the sun with the smoke of battle?

"Our President has asked us to be neutral. I think we are neutral in the way he meant. That is, the cumulative horror of the thing seems to have strangled such expressions as 'I hope Germany will win' or 'I have no doubt that the Allies will win.' The big question is: How much longer, O Lord, is the door of this vast slaughter-house of the great and brave of all nations to be kept open? We are not worrying any longer about how it started or what nation is in the lead; we are concerned only about when it shall stop. We know that the conflict has passed beyond the bounds of human intervention. Only the Father may stretch out his hand and stay the destruction, and he has apparently turned his face away.

"I am groping in doubt and dismay. What do you think? That day when we all prayed for peace—do you think we asked without faith?

"Have we lost faith?"

The question of the efficacy of prayer in the present crisis is discust by *The Continent* (Presbyterian, Chicago), prompted by an article in *Scribner's Magazine* by the English novelist Mr. John Galsworthy. In this article the novelist "predicts that when this war is over, religion, as now known, will be gone forever." "God ruling over the affairs of men and ordering the destiny of the world is a conception which, Galsworthy argues, can not survive a war wherein each bloodthirsty combatant calls upon the Deity to wreak a heavenly vengeance on all foes in arms." He is thus quoted:

"Three hundred thousand church-spires raised to the glory of Christ! Three hundred million human creatures baptized into his service! 'I trust the Almighty to give the victory to my arms!' 'Let your hearts beat to God and your fists in the face of the enemy!' 'In prayer we call God's blessing on our valiant troops!' God on the lips of every potentate, and under the hundred thousand spires prayer that 22,000,000 servants of Christ may receive from God the blessed strength to tear and blow one another to pieces, to ravage and burn, to wrench husbands from their wives and fathers from their children, to starve the poor and everywhere destroy the works of the spirit! 'God be with us to the death and dishonor of our foes'—that God who gave his only begotten Son to bring on earth peace and good-will toward men! No creed can stand against such reeling subversion of its foundation. After this monstrous mockery, beneath this grinning skull of irony, how shall there remain faith in a religion preached and practised to such ends? When this war is over, and reason resumes its sway, our dogmas will be found scored through forever."

Such an outburst should be regarded more with sorrow than with blame, *The Continent* observes, for—

"Thousands of stout and staid Christians have found it well-nigh more than they themselves can stomach to hear braggarts on their way to human slaughter lay claim to God in heaven, as if he were theirs to order hither and yon.

"And if Mr. Galsworthy was not well grounded in personal religion to begin with, it is unhappily no wonder that this grotesque religiosity should sicken him totally.

"But with all his disdain, Mr. Galsworthy should not imagine himself logical in concluding that conflicting prayers of contending armies for triumph over one another make God an absurdity.

"The strange fact is, tho, that his most illogical way of looking at this matter is a rather common view of it. Back in Civil War times here in the United States, there was much scoffing talk about how confused God must be to have both North and South praying to him for victory, each expecting his help against the other."

The only answer which Christianity needs to make, says *The Continent*, is to explain the real Christian conception of prayer:

> "Praying is not any compulsion on God. He is not a lackey called hither and thither to do the bidding of those who quickest claim him. The Lord of heaven and earth can not be distracted by antagonistic petitioners urging on him contradictory desires. He lends a listening ear to all sorts and conditions of men who choose to pray, but does not engage to satisfy any of them. He still will do, whatever their request, the thing that conforms to the pattern of his righteous and infallible will. God never resigns his scepter to the clamor of the many or the private influence of the few.
>
> "When, therefore, two nations go to war and each calls on high heaven to aid its arms, the victory goes to one or the other not according to the petitions of either, but according to the most just determination of Omniscience, awarding success where it will best advance the right and defeat where it will most effectively punish the wrong."

THE FRENCH CHURCH IN THE WAR

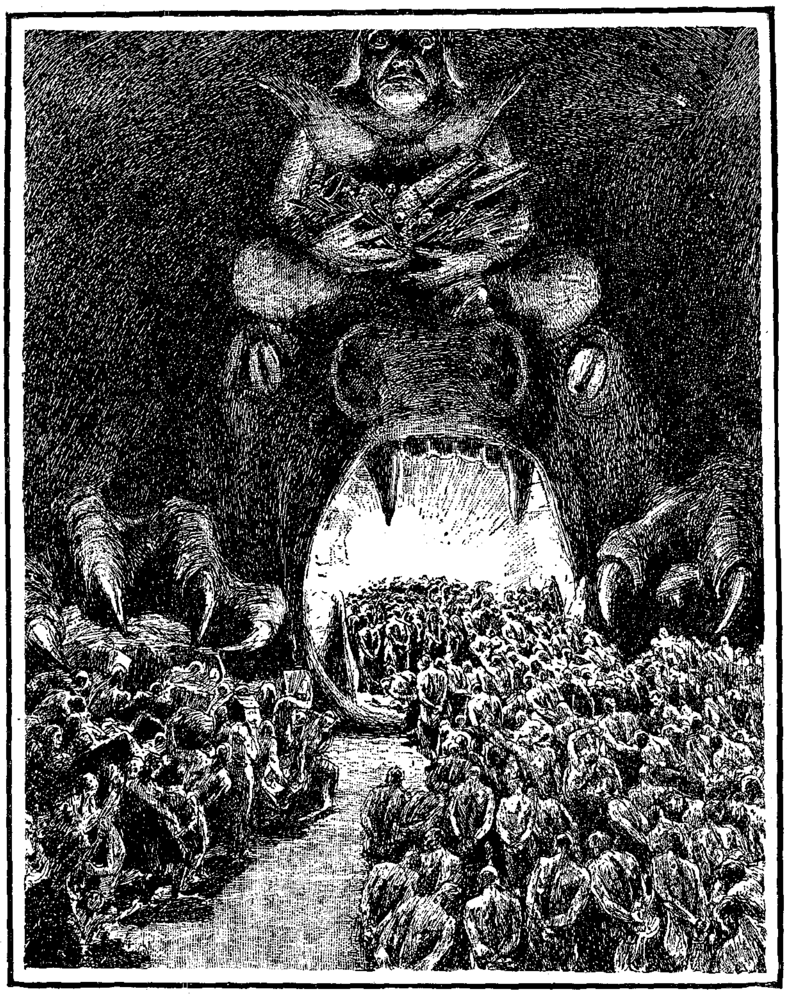
RELIGION AS AN ISSUE of national politics in France appears anew in these days of war. From the clerical Paris journal, *La Croix*, there was lately cited in these pages an article showing the need for the restoration of religious faith in the Republic, yet without any suggestion of politics; now we hear the official organ of the French capital, *Le Temps*, urging prudence and deliberation upon too ardent clericals. It is inadvisable, according to the *Temps*, that they take too great advantage of a situation which requires, above all, a united nation, lest at a later date they experience a proportionately greater reaction. The republicans are more than willing to yield their bent of liberalism, we are told, but also they will be of one mind in warding off any attack on the "essential principles of the republican régime." Calling to the attention of the aggressive clericals the example of those "incontestable but far-seeing Catholics who dread to see politics once again making use of religion and compromising it, or subjecting it to reprisal," *Le Temps* says:

> "None among us—even the unbeliever or the most defiant and hardened freethinker—resents these personal manifestations that do not trespass, or do not trespass too greatly, upon the freedom of the faith of his neighbor. We say: Go easy—because some individual enthusiasts are liable to be indiscreet. Yet this is not the time for us to be insistent on such niceties. On the contrary, it is our business to broaden our understanding and our tolerance. Our country needs the devotion and courage of all parties, and we must not stop to ask on what grounds this one or that is stirred, or at which hearth he kindles his ideal into flame.
>
> "At the same time a voice of authority should be raised among the faithful to give sound advice to those who seem to have covert political ideas, and also to repudiate certain demands or censure a certain excess of utterance. The purpose of a 'national reconciliation' . . . at the moment justifies many things that are not strictly legal; yet why not be satisfied with the advantages provided by the occasion? Above all, why ask that the Republic solemnly abjure its essentially lay character?"

Just this is what *La Croix* tries to do, says *Le Temps*, when it pleads that President Poincaré should assist "officially" at certain religious services. Either *La Croix* is asking a known impossibility, observes *Le Temps*, in order that the clericals may use "inevitable reprisal" as an issue when convenient to them, or else they admit that they value their political interests above others. We read:

> "From the very beginning of the war we reposed our confidence in all the French people, whether they were recognized as ardent syndicalists or as dangerous anarchists. Similarly, now we are not busying ourselves to discover whether the regular clergy is observing certain laws. Those of really religious mind will be content with this half-opened door and adopt a wise reserve in order to secure or prolong the concessions due to circumstances. But this is not enough for the clericals—those politicians of the faith. What they want is a political victory. They want to see the Republic make an apology, to see it strike its breast in penitence and deny its principles."

Further *Le Temps* states that the Government, which has charge of the national defense, is doing all in its power to be fair in those matters that concern "the State and the faithful" and it sets down the official practise with some detail of offered evidence. Then this journal adds:



THE VICTIMS.

This cartoon by the Russian artist Holarek represents the victims of war known as "cannon fodder" and the multitudes who sacrifice the produce of their labor. Both alike are consumed by the monster.

> "Despite this fact certain clerical politicians seize upon present circumstances to 'get the upper hand,' as the phrase is, to pursue their advantage, and to rouse the defiance of the republican party. What blindness! What imprudence!
>
> "Rather should we try to encourage the reciprocal sentiments of esteem and of tolerance that are the result of extraordinary conditions. But there are those to whom we shall keep on saying: 'Have a care lest you require too much of these conditions. Do not abuse them or turn them to political ends. Do not seek to achieve permanent success by causing an excessive oscillation, for, by virtue of the imperious law of physics, such a movement will soon be followed by a contrary movement just as strong again.'"

The Church's view of the matter is indicated in an interview with Archbishop Fuzet, of Rouen, who says to a representative of the Paris *Gaulois* that—

> "The people of Rouen, even those who do not practise religion, cling to its forms and ceremonies. This spirit has grown wonderfully since the beginning of hostilities. . . . Admitting that war is frightful, that beautiful youth and dear lives are destroyed, yet the blood thus shed will weld together forever the French

conscience, which until now has been divided by too many misunderstandings. Even now I receive letters from my priests who are at the front assuring me of the firm confidence that has sprung up between them and their comrades—that is, between the people and the clergy. Such an understanding can not melt away the day after victory, because it is based on the solidarity of sacrifice for the Fatherland and on the most deeply rooted traditions of the heart of the race."

Referring to the movement toward concord between Church and State, the Archbishop is reported in the *Gaulois* as saying that the legislators of the Republic, "enlightened by the immense growth of religious feeling in this supreme crisis, will not deprive victorious France of the great moral benefit she has spontaneously acquired. And I am convinced that at Rome there is the disposition and the readiness to make an end of all sorry and regrettable errors."—*Translations made for* THE LITERARY DIGEST.

WAR'S ILLS TO THE MIND

LESS IS SAID on the subject of atrocities than was the case a few weeks ago. Perhaps there is less occasion through their growing infrequency, or people are becoming saner and inventing fewer stories. Other ills of the war among those who are not direct participants are grouped by Canon Horsley under the head of "Bellitis," but the atrocity charges have been so widely current and so many of them have been discovered to be unfounded that Mr. O. Locker Lampson, son of the famous poet and litterateur, writes to the London *Daily Chronicle* to voice the anxiety of some "to see the problem of German atrocities settled upon a solid basis." He declares that the feeling is strong, that "while memories are fresh, details should be collected," and he "feels even more strongly that the testimony of witnesses should be upon oath, so that the person who makes a statement shall be legally responsible for its accuracy." He writes further:

> "We have, therefore, formed a committee in cooperation with *Le Cri de Londres*, 60 Marsham Street (a patriotic French newspaper which since the war began has been fighting the Allies' cause in this country), and in the hands of this committee we have placed a sum of money to defray the expenses of a thorough inquiry and of a careful collection of facts."

Canon Horsley also, in *The Chronicle*, turns to consider "the imbecilities and immoralities commonly, if not inevitably, born or developed in war-time which should be exposed and combated." He writes:

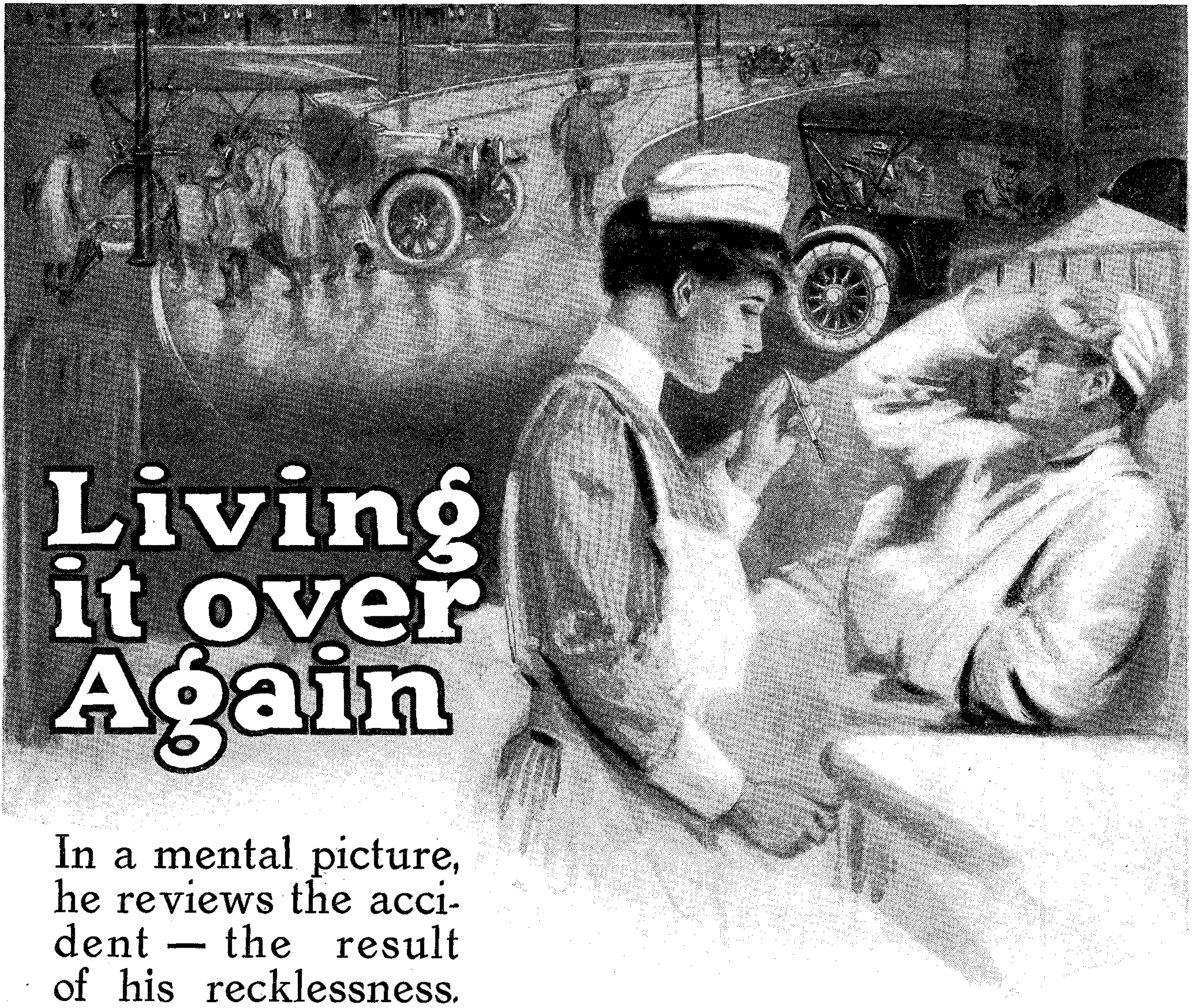
> "War may be a school for certain virtues, but it is certainly not the school of all virtue. Even as regards bravery, only the opportunity for its display and use is in and by war increased (as our Albert medal shows), and fortitude, which is morally superior to bravery, is not unknown outside war nor unpractised by non-combatants. Moreover, even the basic moral virtues of prudence, justice, temperance, and fortitude are inferior to those of mercy, pity, peace, and love. But war certainly generates or increases certain mental and moral failings. Such atrocities as have actually occurred, and are not the unsubstantial progeny of fear and excitement, of suspicion and credulity, would probably have never been possible to their authors in times of peace.
>
> "But our chief danger is in the case of non-combatants, the sufferers from Bellitis. The natural desire for war news becomes with thousands an obsession, a monomania, and already our asylums are receiving those whose mental balance has been overthrown by brooding on the war. Healthy freshness of mind is impossible to those whose one thought and inquiry is, 'Anything fresh?' This obsession must be combated by the lenitive force of another interest, and there should be a demand for more recreation and not for its cessation in war-time, and still more should there be a sustained and even increased interest in the duties of citizenship and religion."

Bellitis, he continues, has caused in some "that septic condition of mind which desires daily horrors in the papers, and gloats over them with gruesome fascination." It is even perverted into—

> "A readiness, nay, eagerness, to believe evil of all Germans and to forget temperance in speech and justice in action with regard to them. One daily paper applauds itself for a 'campaign' of this sort, and is directly responsible for the outrages of a South London mob in the last few days, and perhaps also for the refusal of a suburban magistrate to grant a summons against one who had assaulted her German neighbor, remarking that Germans had now no legal rights in English courts.
>
> "Elsewhere I have had to pour some ridicule and scorn on an anonymous cleric who wrote that 'we should not offend national susceptibilities by singing common hymns which had Austrian Anthem or "Ein feste Burg" as the usual tunes.' And others protest against naturalized Germans (as much English citizens as you or I) protecting themselves against unjust obloquy by legally changing their names.
>
> "Then, again, there was the spy mania with its endless inventions of alien outrages in trains, in the cutting of telegraphs, and the poisoning of water, concerning which our Government has had to declare in the interests of truth and justice that 'no trace whatever of any conspiracy has been discovered, and no outrage of any sort has yet been committed by any alien.' Akin was and is the readiness to swallow any and every tale of atrocity, and the charges of using dumdum bullets which have always been made by both sides in every war since this form of missile was banned. . . . . . .
>
> "I am told by a friend, a public lecturer, that whereas he believed in and spoke of many atrocities in Belgium on what seemed to him to be clear evidence, he can find no direct and first-hand evidence for any."

War-time, he finds, gives a fresh opportunity to commercial immorality—

> "Every country has to watch the ways of army contractors, to denounce the pet maxim of trade, 'The price of a thing is what it will fetch,' and to draw its teeth by fixing maximum prices. It is hopeful for the future of social integrity that the principle of unfair prices has been laid down by England, by France, and by Germany, all of whom have enough to do with alien foes without having synchronously to guard against these domestic enemies in trade.
>
> "In this country such greed and dishonesty have been exposed and checked by the General in command. In Berlin the Kaiser had to prohibit first the unnecessary rise in the price of bread, and then when the size of loaves was diminished to threaten the seizure of stock. But when martial law runs riot, commercial greed chuckles unabashed and unchecked. Trade clamors for only British goods to be bought; but trading associations have admitted that goods have been imported from Germany and been relabeled 'Made in England' (of course, by 'the other boys, not me') to make an extra profit at the expense of the ignorant customer, and that our gardeners have been made to purchase as home-grown roses and lily-of-the-valley crowns imported cheaply from Germany.
>
> "The first and chief thought in many letters and articles in the press is not that Belgium may be liberated, but that we may 'capture German trade.' Well wrote *The Church Times* as to this: 'It suggests a sordid aspect of war, and encourages some of the sharpest criticisms of English policy.' And I know from friends actively engaged in helping the refugees that Mr. C. E. Maurice was right in saying that 'a certain number are trying to exploit the miserable condition of Belgian refugees so as to secure cheap labor for themselves.' Is this the *mens æqua?*
>
> "Already also are vindictive designs and extravagant claims advocated in view of our triumph. As to this, as well as to Prussian ways, it must be remembered that might does not make right. A beaten foe may become a friend, and in the future Confederation of European States we may be most brotherly with the various monarchies or republics of the Deutschland; but an enemy crusht and humiliated to the point of degradation would fail in manliness if it did not hope and scheme for revenge at the earliest opportunity. Had we acted toward the conquered Boers as some would desire we should act toward Germany, if and when we get the chance, can any imagine that South Africa would be in sentiment and operation what now it is? There is our precedent for post-bellum arrangements. Only a peace with honor is desirable; and honor includes charity. And charity connotes a striving after international brotherhood, and an application of compulsion, not to military service for all, but to arbitration in every case of international dispute."



In a mental picture, he reviews the accident — the result of his recklessness.

He realizes too late that it is *always foolhardy* to motor on slippery roads and streets without equipping all four tires with

Weed Anti-Skid Chains

The Only Real Safeguard Against Skidding

Strange, is it not, that *some men laugh at peril*—they do not seek to avoid danger—and they have no fear because they have no prudence.

They continue to motor over sleety, icy, or wet roads and pavements with "Foolish Dependence Upon Bare Rubber Alone" until a false turn—a sudden meeting at a corner—a slip or a skid—*brings disaster as the punishment for their imprudence.*

You motorists with reasoning brains put on your Tire Chains at the first indication of slippery streets, and the editors of the daily newspapers are urging *all* motorists to *follow your example.*

***For instance,* the Public Ledger of Philadelphia, Pa., published by the owners of The Saturday Evening Post, in an editorial on August 1st, 1914, said that the simple adjuration to *"Use Tire Chains on wet and slippery pavements"* deserved to find its way into a law, and that law should by all means be enforced.**

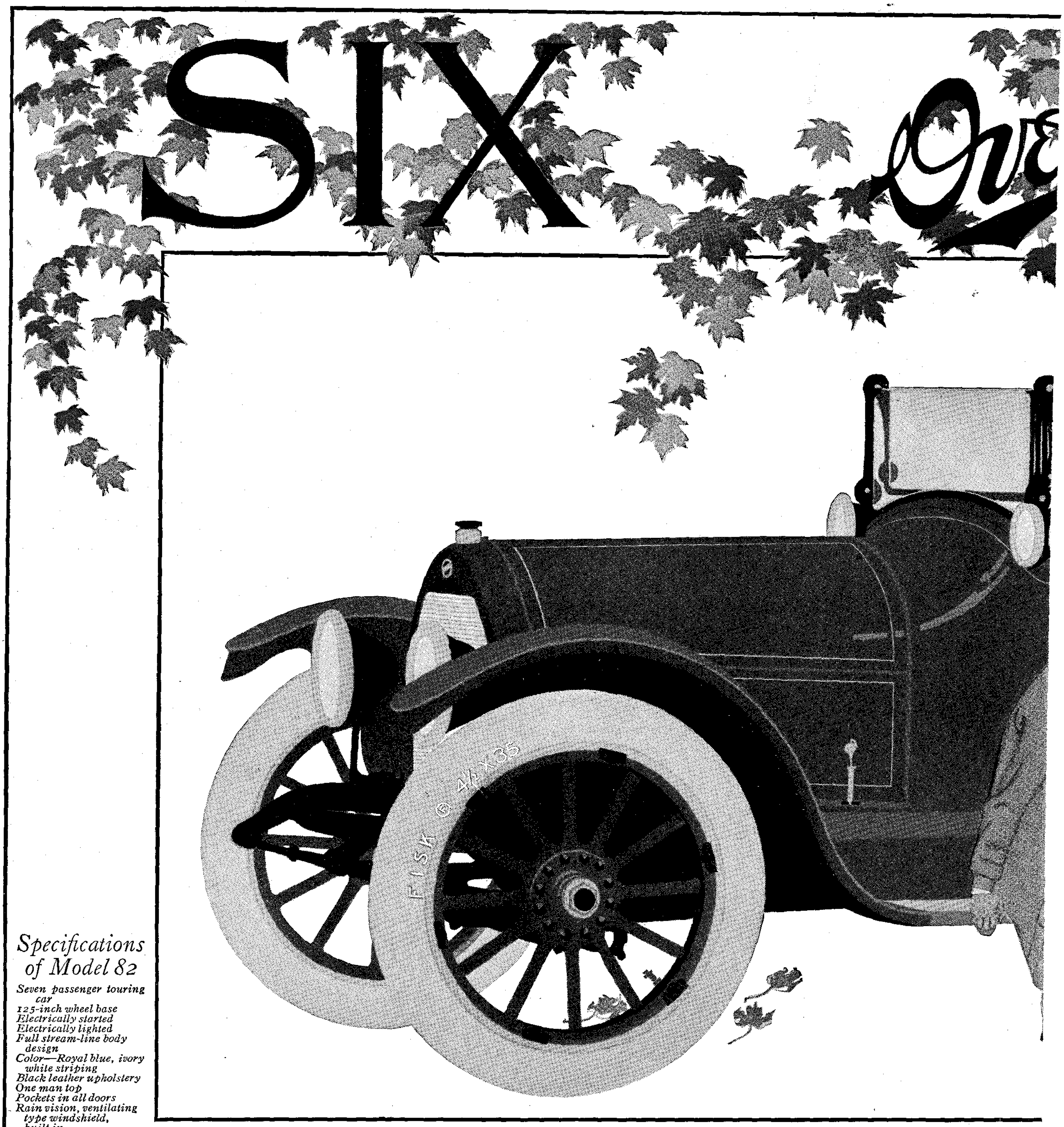
THE NAME WEED ON EVERY HOOK

Promote "Safety First" in YOUR motoring circle—insist that everyone use Weed Chains on ALL tires.

Weed Chain Tire Grip Co., Bridgeport, Conn.

Manufactured for Canada by
DOMINION CHAIN COMPANY, Limited—Head Office: Shaughnessy Bldg., Montreal, Can.

EVERY "WEED" IS GUARANTEED



Specifications of Model 82

- *Seven passenger touring car*
- *125-inch wheel base*
- *Electrically started*
- *Electrically lighted*
- *Full stream-line body design*
- *Color—Royal blue, ivory white striping*
- *Black leather upholstery*
- *One man top*
- *Pockets in all doors*
- *Rain vision, ventilating type windshield, built in*
- *Extra long underslung rear springs*
- *Full floating rear axle*
- *35 inch x 4½ inch tires; smooth tread in front; non-skid in rear*
- *Left hand drive*
- *Center control*
- *45-50 horsepower motor*
- *High tension magneto*
- *Demountable rims*
- *One extra rim*
- *High grade magnetic speedometer*
- *Electric horn*
- *Electric control buttons on steering column*

THE CLIMAX OF S

THE Overland Six is of the very latest and most modern design and construction. It has been tested and tried successfully under every possible condition.

It is a luxurious and large seven passenger touring car. The magnificent stream-line body design supplies the very utmost in style, grace and comfort.

The body is finished in rich Royal blue trimmed with fine hair line striping of white. It is upholstered with the grade of hair and bright French long grain, black hand-buffed leather.

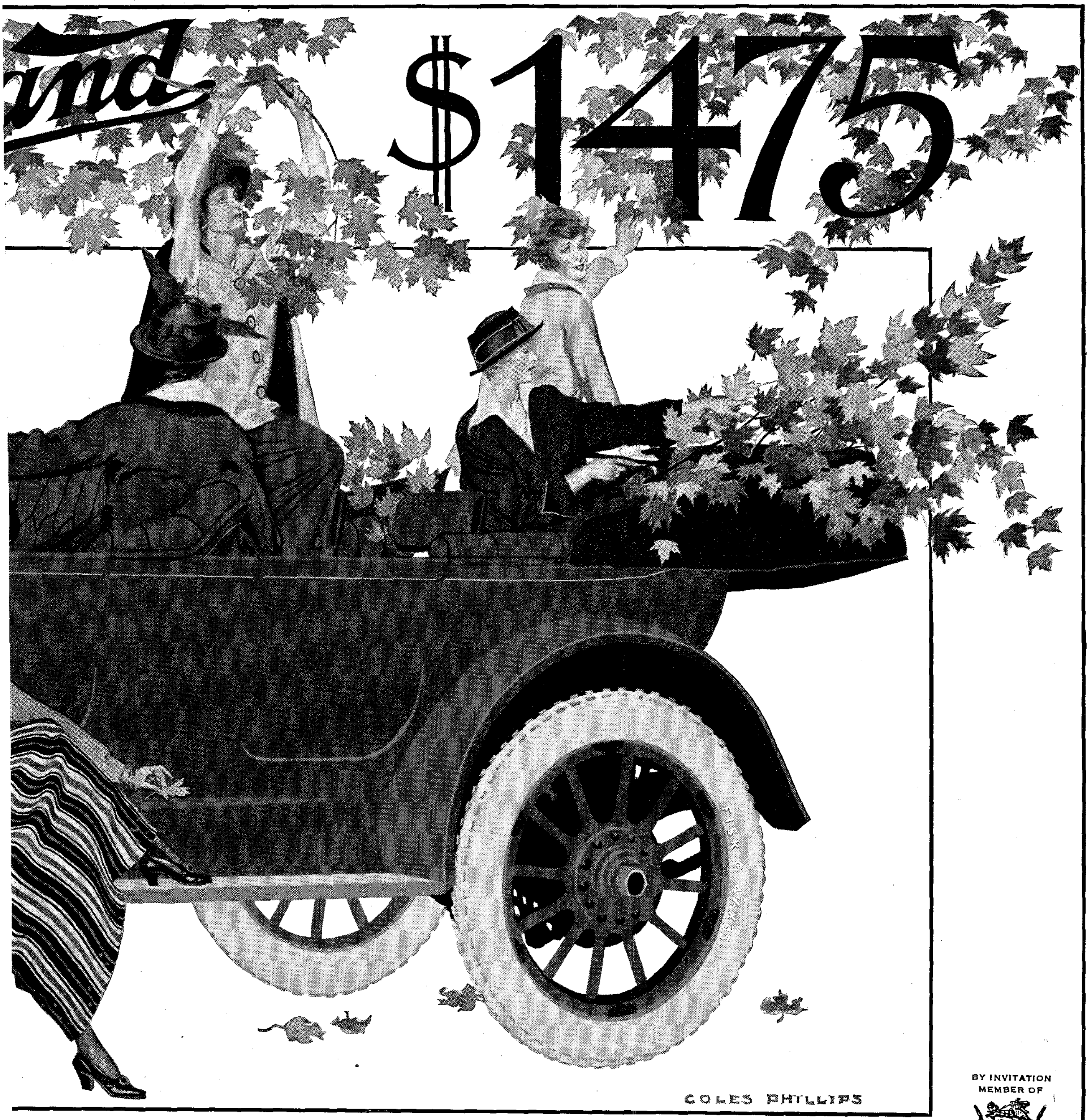
The Overland Six cylinder motor the climax of six cylinder efficiency. too, is of the very latest en bloc desig has a 3½" bore and a 5¼" stroke. It is at 45-50 horsepower. This motor is

Prices for United States. *(All prices f. o. b. Toledo, Ohio)*

Overland Six	*$1475*	*Overland Model 80 T*	*$1075*	*Overland Model 80 R*	*$1050*
Overland Model 80 Coupe	*$1600*	*Overland Model 81 T*	*$850*	*Overland Model 81 R*	*$795*

THE WILLYS-OVERL

The Willys-Overla



'LINDER EFFICIENCY

: most flexible, economical and reliable six linder power plants ever designed. It is narkably quiet and wonderfully smooth. so it is light in proportion to the power, ry compact and a beautifully finished job.

The tonneau is big and roomy. With its o extra seats ample room is provided for 'en passengers.

[t is electrically lighted and started. All electric buttons are located on the steering column within natural reach of the driver.

The Overland Six is an unusually substantial car. Every part is of very generous dimensions. Nothing has been skimped. On the contrary, every individual piece of the chassis is designed with a large factor of safety.

Six cylinder catalog on request. Please address Dept. 17.

MPANY, TOLEDO, OHIO
'ted, Hamilton, Ontario

Prices for Canada. (*All prices f. o. b. Hamilton, Ontario*)

Overland Six	*$1975*	*Overland Model 80 T*	*$1425*	*Overland Model 80 R*	*$1390*
Overland Model 80 Coupe	*$2150*	*Overland Model 81 T*	*$1135*	*Overland Model 81 R*	*$1065*

BY INVITATION
MEMBER OF

NEW YORK, U. S. A.

The Overland is the car selected by the Rice Leaders of the World Association as prizes for the leading salesmen of the world.

Little Boy Blue, come blow your horn,
The Eagle will answer as sure as you're born!
He's bringing you Eagle Brand Milk as he flies
To make his boy healthy and happy and wise.

Ask Your Mother

She will tell you that years ago, when she was bringing up her own children, there was just one infants' food generally recognized as a safe substitute for mothers' milk. It was then, as it is now,

Gail Borden
EAGLE
BRAND
CONDENSED
MILK
THE ORIGINAL

For generations the absolute purity and cleanliness of Eagle Brand have never been questioned. More babies are fed on it today than on any other food, mothers' milk alone excepted.

If you are having difficulty with your baby's food, you should certainly read our Book, "Baby's Welfare," which contains a valuable feeding chart compiled under the supervision of a competent physician. There is no charge for it to mothers.

Borden's Condensed Milk Co.
"Leaders of Quality"
New York

MOTOR - TRUCKS

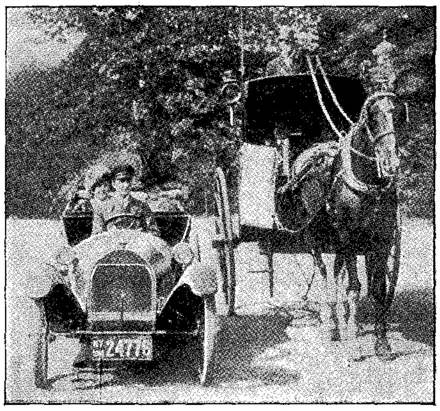
MOTOR-BUSES THAT CARRIED MORE THAN ELEVEN MILLIONS

IN the annual report of a motor-bus company now operating on Fifth and other avenues in New York City, it appears that heavy increase in earnings occurred last year over the previous year. During the year, the number of passengers carried was 11,276,430, the fare being ten cents, and the company operating 125 busses. The increase in passengers over the previous year was 2,391,896. The total revenue of the company from all sources—fares, advertising, and livery service—for the year was $1,176,650, an increase of $240,982 over the previous year. With operating expenses and taxes deducted, the net from operation and leased property was $231,145. Out of this were deducted charges for rent, interest on mortgage, and on advances amounting to $40,707, leaving a net income for the year of $190,427. From this sum was deducted $10,175 for profit and loss of adjustment, which gave a surplus of $180,262, an increase over last year of $49,341. Other items in the annual report, as summarized in *Automobile Topics*, are these:

"Having cut down its tire cost to 1.7 cents per bus-mile, and its net operating expenses to 31.6 cents per mile, while its income in fares alone reached 38.95 cents per bus-mile, the company can look back on its latest fiscal year with more than a smile. Its stockholders and directors may well be pardoned for being pleased over the success achieved.

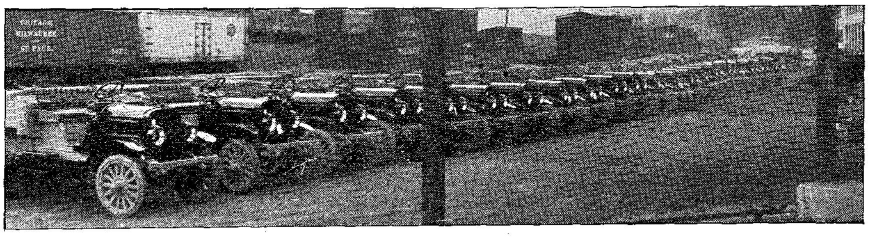
"Financial reports of the kind submitted by this company at times conceal more than they tell, particularly when it comes to the understanding of the 'man in the street.' Even shrewd bankers in Wall Street are reported to have been badly mistaken in their reading of the 1913 report of the company, in which the profitable business was to be discerned by a careful study. Which may or may not have been responsible for the cool reception accorded to certain persons in the 'Street' who were looking for financial backing to open similar bus-lines in Chicago, Philadelphia, Washington, and other cities.

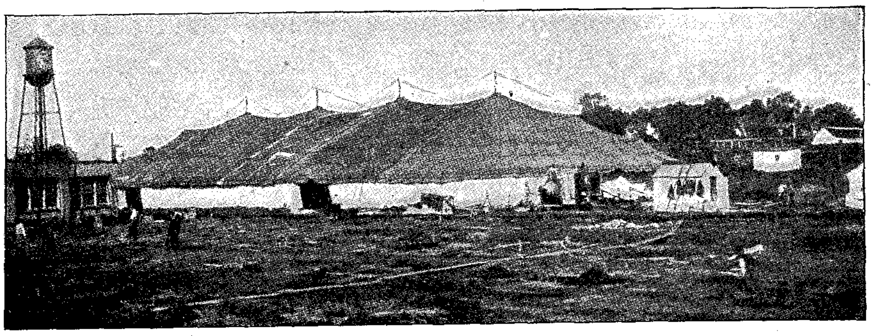
"To tell the story of the fiscal year of the company which ended June 30, 1914, in a few terse sentences: Its net profits (on a capitalization of only $50,000!) were $190,437.81; it has accumulated a reserve fund for damages and injuries amounting to $214,436.02; it has a cash fund on hand exceeding $167,000; has supplies on hand valued at $71,085; a bus equipment valued at $644,727, and real-estate property, free of all mortgages, valued at $54,025. Despite these strong assets the company carries on its books a 'corporate deficit' of $105,794.67; its corporate deficit last year was listed on the books as $286,000.


From "Automobile Topics."

A LIGHT-BUILT MOTOR TAXICAB TO BE OPERATED AT 25 CENTS PER MILE.

"How this company managed to make such excellent profits in a business which has been branded as 'dangerous, ruinous, and unprofitable,' requires an analyzation of its operating statistics. First of all must be noticed the tire cost. It must be galling to owners of small trucks in delivery service to find that these heavy busses, driven in the exacting and hard work of stopping and starting at practically every corner in Fifth Avenue, and speeding at 25 miles an hour along macadam Riverside Drive, need only 1.7 cents per bus-mile to pay for their tire equipment. How the


AMERICAN MOTOR-TRUCKS READY FOR SHIPMENT TO EUROPE FOR USE IN THE WAR.


From "Automobile Topics."

WAITING FOR NEW SHOPS TO BE BUILT.

Canvas tent in temporary use in Detroit for finishing automobile parts.

company has succeeded in cutting down this expense from 4.98 cents in 1911 to 3.13 cents in 1912, to 2.1 cents in 1913, and to 1.73 cents in 1914, is a story for which many operators of delivery wagons would undoubtedly be glad to pay good money.

"From present indications it would seem as if motor-bus traffic in New York City is but in its infancy, if a single company can boast of more than eleven and a quarter million passengers in the course of a year. During the year ended June 30, 1914, the company added 20 new busses to its fleet, bringing the total number of its passenger-carrying vehicles to 119; in addition, the company owns 6 non-revenue cars. The item of depreciation has been handled in the inspiring way which has been a feature of the company's business from the beginning. Writing off 1-36 of the total cost of the equipment each month, its whole fleet is amortized in three years, and as nearly 70 of the company's busses are older than three years it follows that they are already completely paid for out of the profits of the operation, and are listed in the assets as 'fully paid operating equipment.' The depreciation charge this year has been fixt at $53,795.76. By inference, $107,591.52 is still to be paid on the busses now in use, and the remainder of the $644,727 given as the value of the fleet is completely amortized.

"Among the assets listed is an item which, perhaps, shows better than mere words that the company is so flush with money that it must look for other outlets than its own equipment. The item reads, '$101,125 miscellaneous investments,' and a foot-note explains this as an investment of the company's surplus funds in $100,000 par value of Canadian Pacific Railway 6 per cent. notes, which were purchased during the fiscal year."

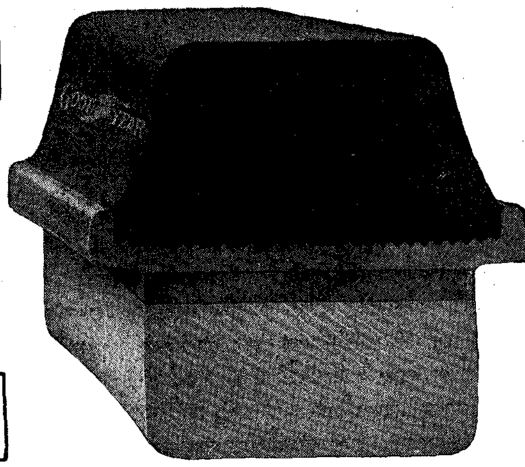
HORSES AND TRUCKS AND THE WAR

The demand for horses for use in the European War has raised expectations of a new demand for motor-trucks in this country. While the number of horses in America has been estimated at about 20,000,000, the countries engaged in war, except Russia, have comparatively small supplies, for which many have already been killed or disabled. The result has been a large demand for American horses and mules. Representatives of Great Britain, France, and Russia have placed many orders in this country. In a single week in October these orders are said to have reached 20,000. Prices accordingly have sharply advanced. When the war broke out the price was $125 to $150, but in some parts of the Mississippi Valley $270 has since been a prevailing price, while even larger sums have been paid elsewhere for horses of superior kinds. An active trade in horses is also going on in Canada.

In consequence of these sales of horses for Europe it is believed that motor-vehicles of all kinds—those for pleasure as well as those for business—will be in greater demand here. It is known that some owners who have sold their horses did so with the intention of purchasing trucks with the proceeds. Another contributory influence will be the European demand for our surplus oats and hay, the prices of which in consequence will rise still further, and hence add to the cost of keeping horses. It is known that exports of oats from July 1 to October 24 were 22,000,000 bushels, or just about double the amount for the same period last year. It is, therefore, expected that motor-trucks, and especially delivery wagons, will be in greater demand than ever before.

No Bolts

No Flanges



No Wedges

No Bands

Our Eighth-Year Truck Tire

A Truck-Efficiency Problem Solved

Tires constitute the greatest problem of truck efficiency. That problem has now been solved by Goodyear. And in the doing of it a new standard has been set in truck service.

For the last eight years, Goodyear experts have been concentrating on heavy service truck tires. In that time they have built 29 distinct types. For one type alone—the 1915 Goodyear S-V—no fewer than 74 separate tire structures have been built in the aim for perfection. Each new structure has been exhaustively tested under most rigid working conditions. Some 2100 tires have been so tested and watched. Development has kept step with actual known requirements.

The result of this eight-year continuous progress is our 1915 Goodyear S-V Truck Tire. This tire marks today's finality in truck tire efficiency. It has solved a big problem for concerns that want to get the most out of their trucks. For owners know that truck efficiency is largely a matter of tire efficiency.

GOOD YEAR
AKRON, OHIO
S-V Truck Tires

See These Advantages

Applied in five to ten minutes. No rights or lefts. No wedges, flanges, bolts or bands. 1915 Goodyear S-V Truck Tires are pressed on the wheel. Go on to stay. No trouble through tires working loose, because the pressure at which they are applied exceeds by many tons all stress or strain the tire can ever receive in actual use.

Flat treads. Better load distribution, traction and wearing quality. Absence of special fastenings means a lighter and a trouble-proof tire.

A Rubber-and-Steel Welding

The steel base is a corrugated channel, to which is vulcanized a layer of hard rubber. By a Goodyear process, the steel, the hard rubber, and the soft rubber tread are welded into one inseparable unit.

Remember all that has been done in the attainment of such tire perfection, efficiency and economy. The work done by the men in the Goodyear Experimental Department in the development of Goodyear Tires costs us $100,000 a year. It is the price we pay for your insurance of tire value.

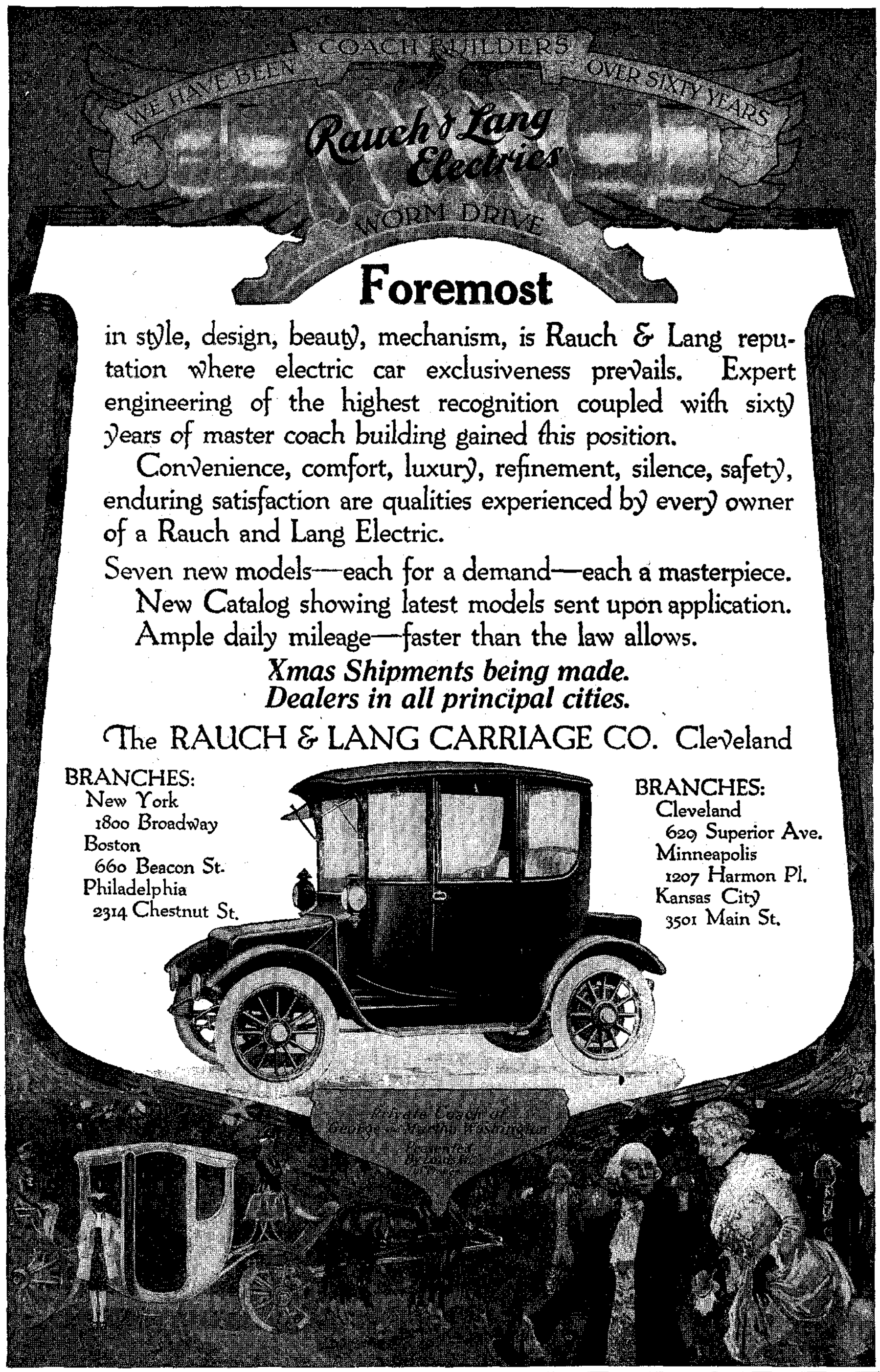
Reduce Tire-Mile Cost

It will pay to ask us to tell you of concerns using 1915 Goodyear S-V Truck Tires, and how they have reduced cost per tire-mile. It will interest you to learn how these concerns are saving equipment—the load—the driver's time—how they are keeping trucks in commission day-in-and-day-out by using Goodyear S-V Truck Tires—today's last word in truck tire supremacy.

Writing and asking questions involve no expense or obligation on your part whatsoever. Write today.

THE GOODYEAR TIRE & RUBBER COMPANY, Akron, O.

Makers of Goodyear No-Rim-Cut Automobile Tires (2088)



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Convenience, comfort, luxury, refinement, silence, safety, enduring satisfaction are qualities experienced by every owner of a Rauch and Lang Electric.

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"Your Day's Work"—a book we should like to send you

John R. Eustis, at a convention of motor-truck makers in Detroit a few weeks ago, in discussing the work done by motor-vehicles in the European War, declared that the armies of the belligerent states now have in use more than 250,000, of which more than 100,000 are trucks, some having trailers and some not. Of trucks the German Army alone has nearly 75,000. The Allies were recently in receipt of additional trucks at the rate of 250 a week. Mr. Eustis showed illustrations of trucks actually in use at the front. Some were on battle-fields, others on the road to battle-fields. He said it was the English who first used motor-trucks in war; this was during the Boer War. These trucks were propelled by steam. Italy afterward used them in the Tripolitan War. Then followed Bulgaria, whose rapid advance toward Constantinople was in large measure facilitated by the use of motor-vehicles. The Greeks and Servians in the second Balkan War used trucks for transportation purposes.

GERMANY'S AUTOMOBILE INDUSTRY

Much interest has been felt in automobile circles in this country in the effects which the war has had on automobile-factories in Germany, especially those producing vehicles most in need for military purposes. Very little authentic news has come to hand, since news of all kinds from Germany has been so closely supervised by the censor. That the war had had great influence on the industry in Germany was assumed. For one thing, it was believed that quite one-half of the total employees of automobile-factories had been called to the front. To what extent the output of the companies would be affected no one knew, nor was it known to what extent military orders kept the factories busy. In *Automobile Topics*, however, appears an article, based on an article printed in the *Allgemeine Automobil Zeitung*, the same being in turn based on a letter to automobile-manufacturers asking for information as to the exact status of their operations, orders, and prospects during the next few months. The answers received are declared to form "a valuable and fairly complete picture of the state of the industry in Germany during the first half of October this year, or two months after war began." Following are items in *Automobile Topics'* summary of the original article:

"Chief among the troubles confronting the industry are the difficulties connected with the importation of rubber for tires and the transportation of raw materials in sufficient quantities to keep up manufacturing of cars ordered by the military authorities themselves, not counting those for private customers. Strange to say, the much-talked-of 'gasoline problem' has ceased to be a problem, despite the vigorous assertions of the British reports telling all about the shortage of gasoline. According to the information now available, German motorists can now obtain gasoline in all parts of the country, altho for the first few weeks there was an embargo on all gasoline, placed by the military authorities as a sort of precaution and to give the army heads an opportunity to sort of 'look things over.' The now almost universal use of benzol and denatured alcohol in all the transport trucks, and in the majority of the larger touring-cars used in the army, has released the early embargo on gasoline. The only motors in which gasoline is still absolutely necessary are those for the faster aeroplanes. The older *Zeppelin* air-ships are using benzol and alcohol, while some of the latest are reliably reported to have been fitted with Diesel oil-burning engines.

"As might be expected, manufacturers whose specialty has been the production of motor-trucks are rushed with work, most of them working twenty-four hours a day, with army assistance. Engineers connected with military headquarters are supervising the manufacture of army vehicles in enormous quantities. Heavy tractors, three- and five-ton trucks, trailers, special vehicles for army use, ambulances, ammunition-wagons, and other types are turned out steadily to replace those destroyed in battle or ruined by the strenuous work demanded of them. Several other automobile-factories have been taken over by the authorities in their entirety and only the most trustworthy workmen have been retained. Foreigners of many nationalities have been discharged, and in these plants there is going on work the exact nature of which is shrouded in mystery.

"Orders from individuals are practically at a standstill in all the German plants, and no sales are expected until the end of the war. Then, indeed, all look toward an immense boom in all automobile branches. Some of the largest manufacturers have, in addition to their car-factories, big motorcycle and bicycle plants, and these, it is reported, are working to capacity for both the army and the general public. Many whose automobiles have been commandeered by the military authorities have gone back to the bicycle, and others have purchased motor-cycles with side cars. The business in these is stated to have been double that of the same two months last year.

"Not a single automobile company in Germany, with the exception of 'small-car' makers, has an unsold chassis in its factory or salesrooms. Every finished and semifinished chassis was immediately commandeered by the army, and special workmen were rushed to the plants for the purpose of building ambulance bodies, field-kitchens, and ammunition-wagons on these chassis. Completed pleasure cars were taken for the use of commanding officers, as scout-cars and for the transportation of general staff officers from end to end of the battle-lines in the east and the west. Conservative estimates place the number of cars with special army or commercial bodies in use by the army at 30,000, including tractors for guns and aeroplanes, and nearly 10,000 motorless trailers. In addition some 25,000 pleasure cars have been incorporated in the army equipment and are in daily use.

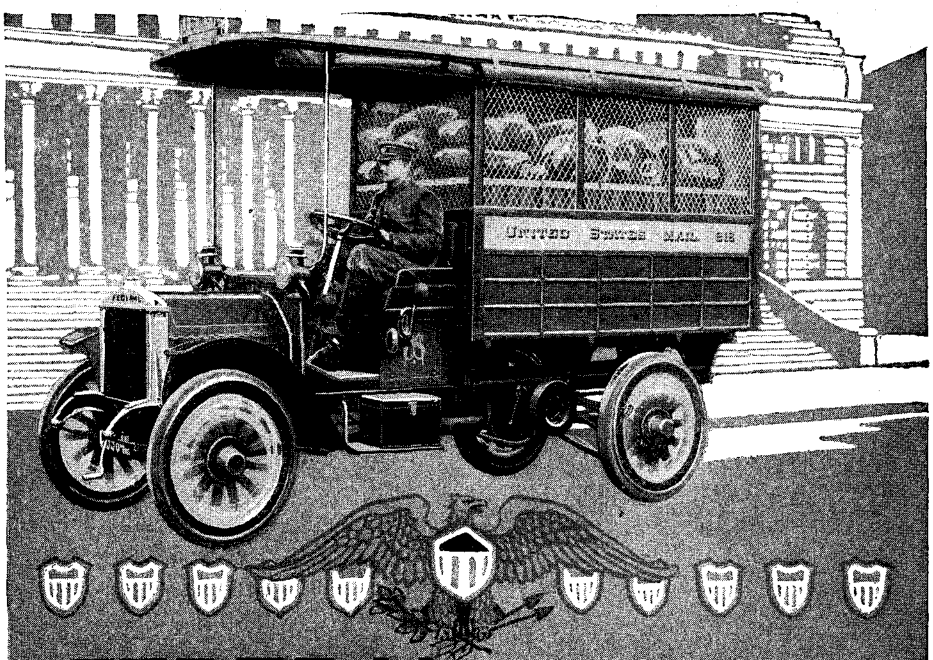
"One of the leading German automobile-manufacturers states that the influence of the war on the automobile industry in Europe will be felt in a way that will open the eyes of people all over the world. He expects a demand of at least 100,000 pleasure cars from Germany alone, as soon as the war is over, chiefly of the small-car type, easy and cheap to operate. In order to produce these cars in a reasonable time, it will be necessary for the manufacturers expecting a share in this business to plan for mass production along American lines. He thinks the time of individual work for the discriminating buyer is over and will not return.

"Economically considered, Germans will not be able to spend as much on a pleasure car as they used to, and the cheap small car is the necessary outcome."

MOTOR-BUSES THAT HAVE BEEN USED IN THE WAR

Practically all the motor-buses which had become such familiar sights in Paris and London were taken by the French and English Governments for the transpor-

GREAT BEAR SPRING WATER
50c the case of six glass stoppered bottles



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Dependability, economy, and efficiency are qualities that are built into every Federal and are largely responsible for the use of Federalized Transportation in so many lines of business.

Some of the largest users of Motor Trucks have bought Federal Fleets and in addition to their widely spread use in America—Federal Motor Trucks are giving splendid service in over twenty foreign countries.

The Federal transportation engineering department has some very illuminating facts gained from the use of Federal Trucks in many lines of trade.

Your own haulage problem has undoubtedly been solved in some locality by the Federal—it will pay you to write us.

Federal Motor Truck Company
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"Navajo Cozymox" Right from the Indian Country
An Ideal Xmas Gift for Girls and Boys, Men and Women

Made in same style as used by Southwestern Indians for hundreds of years. Selected leather—the finest to be had. Well made, comfortable—Wear like iron—Stitched with best grade Corticelli silk. Lined with heavy felt matting—"Comfy" in winter—Slip on and off easily—Conforming to the foot. 3 colors, Brown, Gray and Green. Standard shoe sizes—cut full.

Very Popular—a Great Bargain

Beadwork done by native Indians and Mexicans. Sent prepaid—Carefully packed. We will replace any pair that tears if returned within 5 days. When ordering state size and color desired. If sent by **Insured Parcel post**—5c extra. Orders filled promptly. Remit by Bank Draft or Money Order to

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Send for FREE BOOKLETS: "The Truth About Navajo Rugs"—"The Little Gift Book"—"Foot Ease."

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Babies', 1 to 5,	postpaid	$1.00
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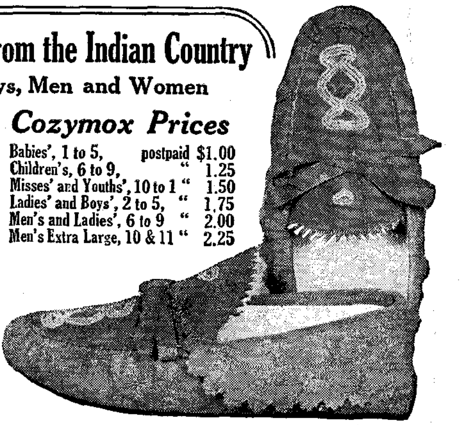

Mayor Rudolph Blankenburg, of Philadelphia:
"I would indeed hardly know how to do without it. It is one of the best publications of the character to be found in any country or in any language, and it has kept up its high standard since its first issue. To *receive in concise form, an account of important happenings* all over the civilized world, edited in such an intelligent manner, and at a price within the reach of all, is a privilege indeed."

William B. Tucker, Secretary, Philadelphia Board of Trade:
"There is perhaps no better way to express the appreciation of the Board of Trade of THE LITERARY DIGEST, than to say that since 1896 . . . . the Board has been a subscriber, and your volumes since that time have been on the shelves of our library, serving as a reference to those seeking information as to current events."

W. Horace Hoskins, Chairman, American Veterinary Medical Association:
"Having many calls upon my time, professional, political and fraternal, I find THE LITERARY DIGEST very helpful in giving me in concise form our country's views on the every-day questions that are of world-wide import, and which make for the peace, prosperity, and happiness of mankind."

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"I have been a subscriber for THE LITERARY DIGEST *for the past ten years, and have derived much inspiration* and pleasure from its columns."

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"One is really amazed at the amount of knowledge gained in the short space of time required to read its pages."

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"I start and read from the first to the last."

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"It is 'safe and sane' as an educator, and is heartily welcomed by the family circle. I would like to see it in every household in America."

F. N. Johnston, John Lucas & Co., Inc., Manufacturers:
"*Your magazine I consider a most valuable publication for the busy man, giving,* as it does, well edited reports of the political thought of the country, and keeping one in touch with the important happenings throughout the world."

In Philadelphia

Practically Everybody Who Is ANYbody Reads

The Literary Digest

Recently we printed some letters from CHICAGO. Here are a few, taken at random, from thousands recently received from PHILADELPHIA. *IN EVERY BIG AMERICAN CITY,* as well as in the smaller communities, the moving spirits in every profession, business and occupation find it indispensable.

***William J. Coane,* Second Vice-President and Sales Manager, The Ajax Metal Company:**
"It keeps one up to date upon the principal topics of the day and does it in a way that inspires faith. Keep it as it is, don't change."

J. Walter Douglass, Lawyer:
"Your DIGEST is the 'Peer' of publications in that it gives to the studious man or woman, concisely as well as intelligently, just what he or she wants at the week end to keep abreast of the times."

Mrs. A. Renouf:
"THE LITERARY DIGEST is the *last* luxury I would wish to give up."

W. F. Therkildson, Advertising Manager, W. Atlee Burpee & Co., Seeds:
"My experience as advertising manager of W. Atlee Burpee & Co. has been that THE LITERARY DIGEST is an excellent advertising medium. As to my personal opinion of THE LITERARY DIGEST, I consider it one of the most valuable papers that come to my table, *and I appreciate it greatly. Your impartial handling* of all subjects is certainly to be commended."

Hon. E. J. McAleer, Pennsylvania House of Representatives:
"If all your readers are as well pleased as I am with your paper, you might double your subscription price without fear."

TO "DIGEST" SUBSCRIBERS:

You can do your friends a favor by telling them how helpful this periodical is to *you* and how *they* would appreciate it just now in getting a comprehensive, clear, unbiased knowledge of the great European War.

Dr. Jesse Hall Allen
"THE LITERARY DIGEST is a real pleasure to me, and I always anticipate its weekly arrival."

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"I make it a point to always read my LITERARY DIGEST from cover to cover, usually noting the advertisements as containing information and news of progress."

Miss Alice Logan, West Chester, Pa.
"THE LITERARY DIGEST I consider my greatest social asset, as it keeps me absolutely en rapport with all the affairs of the day. Backed by it I feel I can 'hold my own' in any discussion."

Willard B. Wright, Oil, Silk and Muslin Manufacturer:
"One of the best magazines that I have ever subscribed to."

R. A. Wotowitch, Sales Manager, Animal Oil Company:
*"*THE LITERARY DIGEST *gives one in a few* brief words, an intelligent, truthful and sane summary of clean and dependable news of the current week, and is necessary to every one, as much so as Dun's or Bradstreet's reports are to every business man."

Maurice Gordon Paul, Real Estate Broker:
"*An invaluable addition* to the reading of a man desiring to form an unbiased and non-partisan opinion of public affairs."

Rev. George N. Wakely, President, Inter-Church Federation, 21st Ward:
"It is valuable not only in its selection and condensation of what a busy man wants and has not time to cull for himself, but also for giving the many-sided view from all the varied standpoints."

Mr. D. Brown, Principal, Brown College Preparatory School:
"I have been a subscriber for twenty-seven years, and shall continue for twenty-seven more provided I need the magazine that long. I venture the opinion that no other publication in the country is of equal interest and educational value to all classes of people."

Leigh Mitchell Hodges, of the North American:
"It compresses the real news and progress of the world into a pill that is easily swallowed and tonics *both the mind and the spirit.*"

Mr. A. J. Reach, of A. J. Reach Company:
"One of my most welcome periodicals, giving as it does a general synopsis of the most interesting news both at home and abroad."

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"To my mind it is a literary necessity to every man."

Joseph E. Oppenheim, of the Snellenburg Clothing Company:
"For a busy man like myself, who only gets time to glimpse over the headlines of a newspaper, THE LITERARY DIGEST furnishes a splendid review of the real news and happenings of the world."

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"It is the one publication which satisfies the busy man by its breadth and conciseness."

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"A diligent reader of the magazine is bound to become broader minded, and a better American citizen."

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"For years THE LITERARY DIGEST has kept me in weekly touch with things worth while, in a quick, concise, and magnetic way."

Warwick James Price, Journalist:
"I am entirely within the line of fact to say that there is not an issue which is not, in some particular or other, of aid to me either in my writing or lecturing."

H. A. Gatchel, President Gatchel & Manning, Engravers:
"I have been a subscriber and interested reader of your publication for probably 30 years and during all of this time have never come across any magazine or publication that gave me the same amount of satisfaction and enjoyment, notwithstanding the fact that I have been a subscriber as well as an observer of quite a number of the numerous magazines and periodicals. When circumstances are such that I miss a weekly issue of THE LITERARY DIGEST, I always have a feeling of having lost or forgotten something."

Tycho Buek, Sr., Buek & Co., Shoes:
"Its *knock throws our door wide open to bid it entrance,* and such a response ought to come from the restless millions of thoughtful Americans; indeed, your paper deserves it richly, and all in our busy lives need its influence."

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"I have been a subscriber to THE LITERARY DIGEST for some years, and have always found it a most satisfactory and interesting publication."

C. C. Hancock, Maker of Men's Neckwear:
"I regard THE LITERARY DIGEST as the best and readiest means of keeping in touch with the current of important ideas in contemporary life."

Edward S. Hutchinson, Civil and Mining Engineer:
"I am happy to say that it is always with the greatest satisfaction that I often look back over the years that have passed since I became a subscriber to the DIGEST. It is a broad-minded magazine which gives its readers a condensed and correct summary of personal and public affairs, both at home and abroad, in a way that is both attractive and enlightening to the business man, to the student, and to the professional man."

C. H. Graves, C. H. Graves & Co., Photographic Publishers:
"Should I for any reason be obliged to confine all my reading to a single periodical, I would without hesitation select THE LITERARY DIGEST. I've been a subscriber for many years and you may enter my subscription for life."

Read by men and women of *intelligence* and *means*—of *weight* and *position* in the institutions and industries of the nation

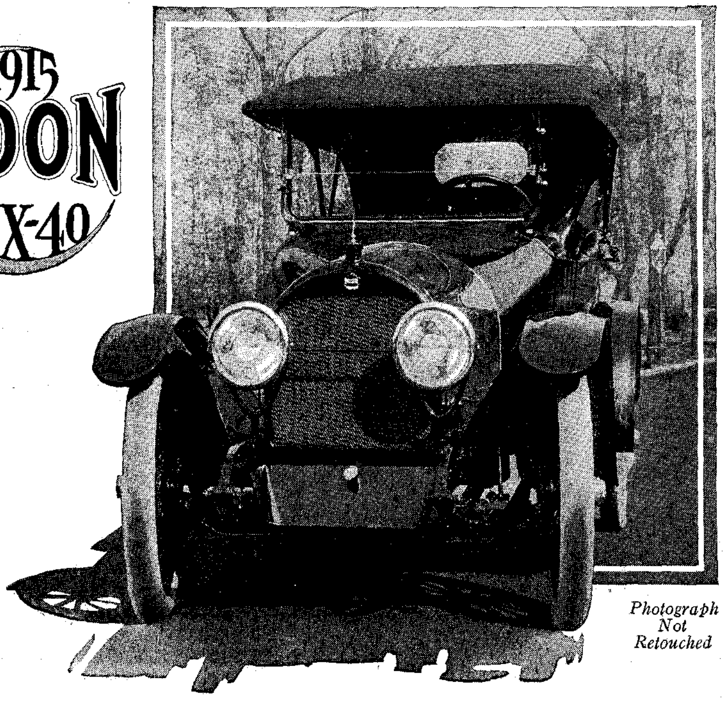
tation of troops and supplies to the front in the present war. In taking soldiers to ports of embarkation England employed about 20,000 vehicles, while others were used to transport supplies. The conditions of war have made it possible for these trucks to be loaded on the going trip with men and food and on the return trip with wounded. R. Douglas-Vickers writes of these matters in England in *The Commercial Vehicle:*

> "Within twenty-four hours after declaration of war against Germany by Great Britain, one of the biggest motor-car camps on record was concentrated at a British port of embarkation. There was a general call to arms of all types of motor-vehicles, including motor-trucks subsidized by the Government, motor-omnibuses from London, and all types of passenger-vehicles. Up to this time 1,000 busses have been taken from the streets of London and fitted with bodies suitable for ambulance and transport work."

W. F. Bradley discusses the same subject as affecting the French Army, which, within a month after the war began, had about 70,000 motor-vehicles in use:

> "What mobilization by motor-vehicle means in France was best demonstrated by the fact that, within ten minutes of the publication of the mobilization orders by the Government, soldiers had taken possession of the motor delivery vans owned by the Paris dry-goods stores. Within an hour of the mobilization notice 1,100 of the motor-buses were taken off the streets of the city and were on their way to the eastern frontier where the Germans were concentrating.
>
> "The case of the Paris omnibuses is interesting. The entire service is in the hands of a company holding a monopoly, there being a contract whereby the whole of the vehicles shall pass into the hands of the military authorities the instant the mobilization decree is sent out. Most of the drivers of these vehicles are men eligible for military service. Every Frenchman carries a military pass-book in which are instructions as to where he must be on the first, second, third, fourth, or fifth day of mobilization. To get the full fighting force together requires twenty days, the most valuable units going first and the older men up to forty-eight years of age on the last days. Thus a motor-bus driver who had to serve with his bus simply finished the journey he was making and then drove straight to his depot. From that moment he was a soldier.
>
> "According to the scheme which was introduced five or six years ago, the Paris omnibuses are transformable into meat-wagons. The windows are taken out and replaced by fine wire-gauze screens, a door of similar material is fitted, the seats removed, and the existing hand-rails are fitted with hooks to receive quarters of beef. A special floor is laid, this having a linoleum covering allowing the interior to be washed out with a hose or buckets of water. In common with all other motor-vehicles, the busses are made to receive hammocks for carrying wounded soldiers. It is just as important that wounded men should be removed from the fighting-line with rapidity as that food should be brought up to them with regularity. Thus, after coming up with food, the motor-vehicles must take back all men who have become useless as fighting units. Another use to which these busses are being put is the transportation of troops to points at which it is desired to make a quick attack. The busses can average fifteen miles an hour over ordinary roads; each one can carry forty men. Thus with fifty busses it is possible

1915
MOON
SIX-40



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℄ The New Moon Six-40 has taken dealers, and buyers who have seen it, by storm, on lines, features and price. Our dealers have kept us swamped with orders since the new model has been out, but we've now increased our capacity to supply the tremendous demand. The new Six-40 can truly be termed the season's sensation.

Increase in Sales of Over 46%

℄ Just as proof, our season of 1915 models (three months to date) shows the remarkable increase of 46 per cent.

New Moon Six-40

is a wonderful car at a wonderful price. Study the photographs shown — they've not been retouched. Don't they display just the gracefulness and sturdiness that you want? Think of its having a 6-cylinder, 3½ x 5 Continental engine (unit power plant)—the motor they *all* take their hats off to. 1915 Delco Electric Lighting, Starting (new one-wire system) and Ignition with automatic spark advance — the system that's the standard of all.

A Few of the Many New Features:

Pure Streamline Body.
Continental Motor. (See above).
Delco Electric Starting, Lighting and Ignition System. (See above).
Left Drive, Center Control.
Full-floating Rear Axle.
Dry Plate, Multiple Disc Clutch.
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44-inch Leg Room in Front Seat.
Full Ventilating and Rain Vision Windshield.
122-inch Wheel Base.
34x4 Q. D. Tires—extra rim.

—in fact every possible thing in the way of equipment and appointments that makes for easy driving, certainty of operation and lasting comfort.

℄ See the car at the Moon dealer's show room — examine it — ride in it. Then you'll understand why it's one of the best and fastest selling cars.

℄ Should it happen that there is no Moon dealer in your city, write us and we'll see that you get literature that's complete as a personal examination.

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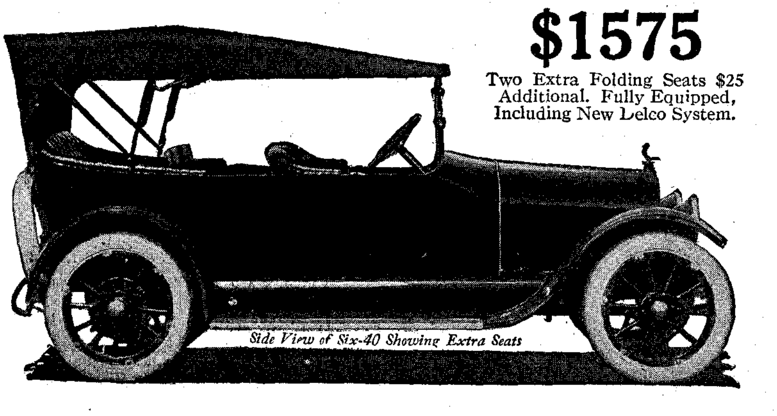
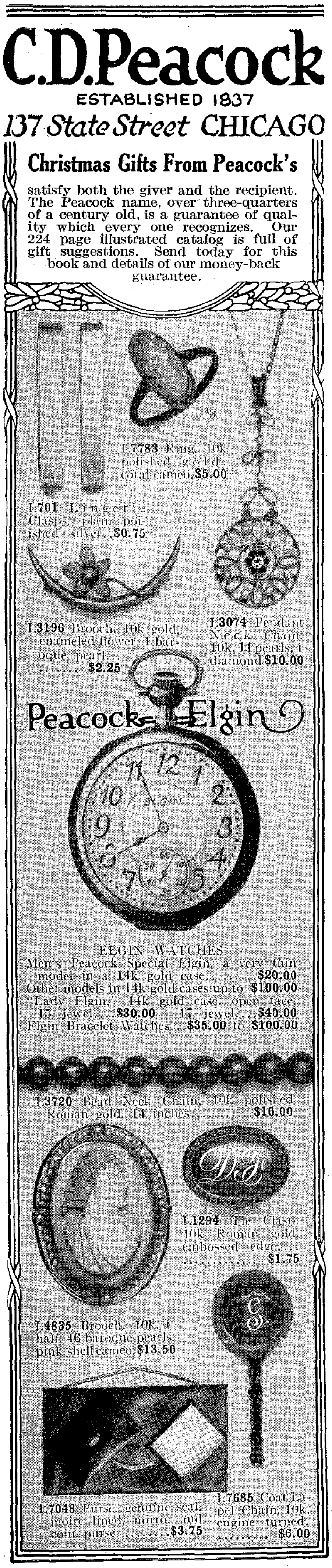
Five Passenger

$1575

Two Extra Folding Seats $25 Additional. Fully Equipped, Including New Delco System.



Side View of Six-40 Showing Extra Seats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I.7783 Ring, 10k polished gold, coral cameo. **$5.00**

I.701 Lingerie Clasps, plain polished silver. . **$0.75**

I.3196 Brooch, 10k gold, enameled flower, 1 baroque pearl... .... **$2.25**

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ELGIN WATCHES
Men's Peacock Special Elgin, a very thin model in a 14k gold case.......... **$20.00**
Other models in 14k gold cases up to **$100.00**
"Lady Elgin," 14k gold case, open face, 15 jewel.... **$30.00** 17 jewel.... **$40.00**
Elgin Bracelet Watches... **$35.00** to **$100.00**

I.3720 Bead Neck Chain, 10k polished Roman gold, 14 inches........... **$10.00**

I.1294 Tie Clasp, 10k Roman gold, embossed edge.... .... **$1.75**

I.4835 Brooch, 10k, 4 half, 46 baroque pearls, pink shell cameo. **$13.50**

I.7048 Purse, genuine seal, moire lined, mirror and coin purse **$3.75**

I.7685 Coat Lapel Chain, 10k, engine turned. **$6.00**

within sixty minutes to bring up 2,000 men with quick-firing guns to any point within a radius of fifteen miles. According to reports received from the fighting-line, some deadly work has been done by means of the rapid movement of troops in motor-buses.

"All the Paris busses are of French construction. No foreign accessories are allowed; thus the magnetos are built in France, the carbureters are of French construction, and the tires are from various French concerns. The motors have four cylinders of 4.9 by 5.5 inches bore and stroke, and are placed under the driver's feet; a three-speed gear-box is fitted, and drive is by shaft and bevel, without torque or radius rods. Benzol is the fuel generally used, altho the motors are capable of running on gasoline and alcohol without any carbureter adjustment. Cooling is by thermo-siphon through a circular, coil-tube radiator having a fan in the center of the tubes.

"A few hours before the order of mobilization was issued and two days before the formal declaration of war, an order was issued forbidding the exportation of motor-vehicles, parts, fuel, and oils. Enough is known of the French organization to make a fairly accurate estimate of the number of motor-vehicles in use with the French Army at the present moment. Even the authorities can not do more at the present time, and it is only when the war has come to a close and the bill has to be paid that accurate figures will be obtainable. The following is the list:

Passenger-cars of all types............	50,000
Motor-omnibuses....................	1,100
Army trucks........................	18,000
Four-wheel-drive tractors.............	300
Search-light vehicles.................	50
Wireless-telegraphy vehicles...........	20
Water-trucks and various special vehicles.	100
	69,570

"The work undertaken by these trucks is the carrying of provisions and ammunition from the general stores to the troops on the fighting-line. Their value in this connection is enormous, for they are able to operate from a base 50 to 60 miles from the advance posts, making the outward trip early each morning, returning in the afternoon and loading up ready to start out again the next morning. Fed by motor-trucks, the troops are no longer hampered in their movements by the inability of the commissariat to get food to them with rapidity."

ELECTRIC TAXICABS

After tests extending over four months, during which promising results were obtained, a company in Detroit has undertaken to put out eleven electric taxicabs to replace twelve obsolete gasoline cabs. Eventually it intends to use electric cabs to replace its entire equipment of 175 gasoline vehicles. Better and more regular service is expected. Moreover, it has been shown that they can be operated at a saving of about one-third. Following are other items from *Automobile Topics* in regard to them:

"The experiment, which is attracting a deal of attention in electrical circles, is unique in that it is, so far as is known, the first instance in which an operating company has embarked on the construction of electric vehicles after an extended experience with gasoline machines. It was undertaken only after careful deliberation, and following an investigation of what the regular producers of electrics were prepared to do in the way of providing cab equipment. Leading up to the determination to study the performance of the electric car under routine conditions was a long period of trials and growing discomfiture with the gasoline machine, according to officials of the company.

"Among the several considerations arguing in favor of the electric were its simple construction, entailing easy replacement of parts and therefore long-deferred obsolescence; its smoothness and silence of operation; its cleanliness, both in service and in the garage; and, finally, its probable economy. In one respect the taxicab company failed to enlist the indorsement of the electric-vehicle manufacturer. While several were ready to supply cabs, none was prepared to offer a true taxicab. In every case the specifications offered called for a modified pleasure car.

"In the conviction that a modified pleasure car would not serve the purpose, therefore, the taxicab company hired an engineer and proceeded to develop a machine of its own that should be a taxicab from the ground up. The resulting vehicle is in a sense a gasoline-car chassis with an electric-power plant, having flat, semi-elliptic front springs, three-quarter elliptic rears, and a full-floating rear axle with prest-steel housing.

"Considering that the design is the outcome of seven years' experience in taxicab operation, it is perhaps significant that the driver sits on the right. The steering is by a large wheel, and two control levers are mounted beneath it on the steering column; that on the right for driving, while the other is merely a cut-out and reverse switch. The motor is mounted under the waist of the chassis and drives through a long propeller-shaft equipped with universal joints. The battery is divided, one section being under a wide and low sloping bonnet in front and the other section under the driver's seat. The body is a roomy, low-hung limousine, with plenty of glass, wide doors, and comfortable seats for two or four passengers. The low, sloping overhang of the roof in front is a characteristic of the Detroit taxicab bodies and is designed to afford protection for the driver in all weathers.

"The cost for charging current at the three-cent rate, which the company is now paying, works out at something under one cent a mile. When operating a larger equipment the expectation is that current can be obtained at one cent a kilowatt-hour, thereby reducing the energy cost proportionately. It is also the expectation that charging plugs can be installed at all regular stands, so that whenever necessary the batteries can be boosted while the cabs are idle and without returning to the garage.

"Comparison of the total operating cost of the experimental cab with that of the gasoline equipment is hardly possible under existing circumstances, altho the book figures show an advantage for the electric as matters now stand. To charge the electric with its pro-rata share of the overhead that is mainly involved in maintaining the worn-out gasoline machines, however, would be unfair. General Manager Scriminger, therefore, prefers to base his estimate for ultimate comparison on a basis somewhat as follows:

	Per mile.
Driver's wages (sliding scale based on per diem mileage)................	5 cents
Depreciation.......................	1 cent
Tires.............................	2 cents
Overhead and repairs................	8 ½ cents
Energy, at 3 cents per kilowatt-hour...	1 cent
Total cost of operation...........	17 ½ cents

"Which leaves a fair margin for general expenses not included in the overhead as well as for go and come in the estimated figures. 'If we can not bring it under 20 cents a mile, I shall be very much surprized,' is his conclusion."

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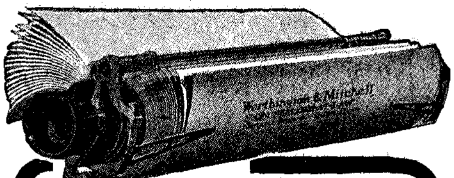

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CURRENT POETRY

ALICE MEYNELL has written a war-poem. And, as might be expected of a writer so broad in her sympathies and so general in her appeal, it is a poem which, while definitely of and for England, is no narrow utterance of national hate. If poets will continue to sing of this war, they will do well to take this poem for their model, instead of the rimed invectives which have appeared by the hundred during the last three months. "Summer in England" appeared in the London *Times*.

SUMMER IN ENGLAND, 1914

By Alice Meynell

On London fell a clearer light;
  Caressing pencils of the sun
Defined the distances, the white
  Houses transfigured, one by one,
The "long, unlovely street" impearled.
O what a sky has walked the world!

Most happy year! And out of town
  The hay was prosperous, and the wheat;
The silken harvest climbed the down;
  Moon after moon was heavenly sweet,
Stroking the bread within the sheaves,
Looking 'twixt apples and their leaves.

And while this rose made round her cup,
  The armies died convulsed; and when
This chaste young silver sun went up
  Softly, a thousand shattered men,
One wet corruption, heaped the plain,
After a league-long throb of pain.

Flower following tender flower; and birds,
  And berries; and benignant skies
Made thrive the serried flocks and herds—
  Yonder are men shot through the eyes,
And children crusht. Love, hide thy face
From man's unpardonable race.

A REPLY

Who said "No man hath greater love than this,
  To die to serve his friend"?
So these have loved us all unto the end.
Chide thou no more, O thou unsacrificed!
The soldier dying dies upon a kiss,
    The very kiss of Christ.

Here is a peculiarly American war-poem, which we take from the Memphis *Commercial Appeal*. America has been called a melting-pot, but this great war shows that the various metals are not as yet absolutely fused. Miss Kennedy's theme surely is fit for poetic treatment, and, except for the use of the "poetic" form "'neath," her lines are forceful.

THE CALL TO THE COLORS

By Sara Beaumont Kennedy

Like the seeds of wind-flowers, lightly blown
  On vagrant, gipsying breeze,
They are scattered wide throughout our land—
  Aliens from over the seas.
They came from the crowded fatherlands
  To share in our broader sphere,
And they built their nests and reared their broods
  Through many a changing year.

But a vibrant cry comes unaware
  From over the crested wave—
The voice of the warring motherlands
  Calling their children to save:
"On our grain-grown fields War plants its guns
  And lights its torch on the crag;
We need you, sons in the Other Lands,
  Come back and fight for the flag!"

And deep in each listener's heart there stirs
  A memory that has slept
'Neath blush of blossom and pallor of snows
  While the years have onward crept;

And he sees in a flash his native hut,
Where the foeman's banners float—
And he's German again, or French, or Slav
At thrill of a bugle-note!

For a man may wander across the world
And dwell 'neath a stranger's sky,
But the call of the blood will cleave all space
When it comes in a battle-cry;
And the nest he built and the brood he reared
Are left to an alien flag
While he turns him home, with his soul aflame,
To die for a silken rag.

There were many lovely things in Miss Amelia Josephine Burr's "The Roadside Fire," published two years ago. But her new book, "In Deep Places" (George H. Doran Company), is better than its predecessor. Some of the poems in it have the gaiety which only youth can express; some have the intensity of enduring passion. All of them show brilliant craftsmanship and reflect a sensitive and accomplished personality. Here follows one of the best examples of her skill, in these eight lines that will not let themselves be forgotten:

A MINOR POET

BY AMELIA JOSEPHINE BURR

The firefly, flickering about
In busy brightness, near and far,
Lets not his little lamp go out
Because he can not be a star.
He only seeks, the hour he lives,
Bravely his tiny part to play,
And all his being freely gives
To make a summer evening gay.

Where Bozen may be it is difficult to say. But so gay and joyous a place is pictured in the following lines that we cannot but hope some day to find it. Without doubt its happy citizens should crown Miss Burr their laureate.

IN BOZEN OF A SUNDAY

BY AMELIA JOSEPHINE BURR

In Bozen of a Sunday, the air is gay with chiming;
In the valley full of belfries every clapper is aswing;
Bell-song and bird-song, each with each is riming
In Bozen of a Sunday, when the hills are glad with spring.

In Bozen of a Sunday, between the walls of roses
That border merry Talfer with many-colored sweet,
Children are gayer and sweeter than the posies,
And they drown the river's chatter with the patter of their feet.

The boys and girls go walking, when Rosengarten's flushing,
Her eyes are on the mountain-peaks, but little does he care
For blush of the hills when he sees his sweetheart blushing,
Or for sunset on the snows when he can see it on her hair.

The little feet, play-weary, stumble homeward all around them,
For a chill steals down the valley as the gold to silver gleams;
Shy cling of hands, as a touch unseen had bound them,
And his eyes are full of tenderness, and hers are full of dreams
In Bozen of a Sunday, when the hills are glad with spring.

Since the three golden volumes of "Songs from Vagabondia" won the world's heart, American poets have sung but little of the Romany patteran. But, as this poem shows, the open road is as alluring

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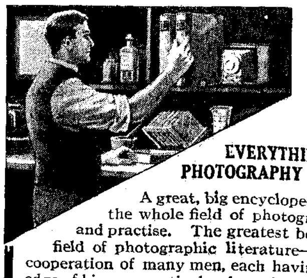
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as ever, when a true poet tells about it. And only a true poet could see that campfire among the Pleiades.

GIPSY-HEART

By Amelia Josephine Burr

My grandsire was a vagabond
Who made the Road his bride.
He left his son a wanderer's heart
And little enough beside;
And all his life my father heard
The fluting of a hidden bird
That lured him on from hedge to hedge
To walk the world so wide.

And now he walks the worlds beyond
And drifts on hidden seas
Undesecrated by a chart—
Blithe derelict at ease.
And sometimes when I halt at night
In answer to my camp-fire's light
His own uplifts a glowing wedge
Among the Pleiades.

Women are fair, but all too fond;
Home holds a man too fast;
I'll choose for mine a freeman's part,
And sing as I go past.
No lighted windows beckon me,
The open sky my canopy,
I'll camp upon Creation's edge
A wanderer to the last.

The Toronto *Globe* prints a poem dealing with a beautiful phase of the great tragedy—with the work of the women who day and night knit clothing for the men who have gone to battle. "Gray Knitting" is perhaps not a classic but surely exquisite in its sincerity and simplicity.

GRAY KNITTING

By Katherine Hale

All through the country, in the autumn stillness,
A web of gray spreads strangely, rim to rim;
And you may hear the sound of knitting-needles
Incessant, gentle, dim.

A tiny click of little wooden needles,
Elfin amid the gianthood of war;
Whispers of women, tireless and patient,
Who weave the web afar.

Whispers of women, tireless and patient—
"Foolish, inadequate!" we hear you say;
"Gray wool on fields of hell is out of fashion."
And yet we weave the web from day to day

Suppose some soldier dying, gaily dying,
Under the alien skies, in his last hour
Should listen, in death's prescience so vivid,
And hear a fairy sound bloom like a flower—

I like to think that soldiers, gaily dying
For the white Christ on fields with shame sown deep,
May hear the fairy click of women's needles
As they fall fast asleep.

PERSONAL GLIMPSES

EARL ROBERTS

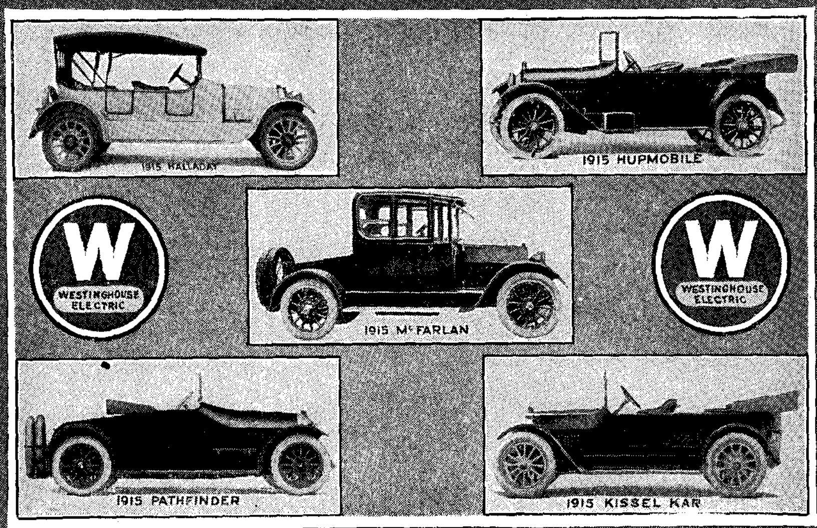
On the evening of November 14, at the headquarters of the British Expeditionary Army in France, died Great Britain's most distinguished and beloved soldier, Field-Marshal Earl Roberts. Since his death the press of many countries has been full of laudatory comment and anecdote about the little commander. That England and her colonies, who knew him best, should sound praises to his memory, or even that we, to whom Kipling introduced him as "Bobs Bahadur," should do so, is not surprizing. But when Germany, in spite of her hostility, joins in the expressions of sorrow at his death, and takes pains to register her admiration for what Lord Roberts has stood for, it is as great a tribute as a man may hope to earn. A paragraph from the Berlin *Lokal Anzeiger*, quoted in American newspapers, runs as follows:

> On the occasion of the death of Lord Roberts the whole German press expresses itself alike, appreciatively, about the fallen enemy. Even in war, moments occur when the fighter salutes the enemy with the saber instead of striking him with it. Such a moment has arisen with the departure of Roberts.

Few men have so fully understood the meaning of the phrase "a gentleman and a soldier" as did he. Undoubtedly he was a militarist. Up to the time of his death he was doing his utmost to help Great Britain in the war, and was therefore working against Germany, but he was no mean hater of the Teuton. He called no names, he screamed no epithets, nor sought to reproach the enemy for fighting. His ethics, like his religion, we are told, was remarkably simple. When two nations go to war, their business is to fight—fight hard, but fight fair. And that he so understood the matter is shown unmistakably in the following portion of a speech delivered by him in England shortly after the war's beginning:

> May I give a word of caution to my countrymen against the unsportsmanlike practise of abusing one's enemies? Let us avoid what during the Boer War was described as "killing with your mouth." Let us rather devote all our energies to defeating our foemen by the superior fighting of British soldiers in the open field.
>
> When we read the charges against the German troops, let us remember that gross charges absolutely untrue were brought against our own brave soldiers fighting in South Africa, but whether the charges are true or not, let us keep our own hands clean, and let us fight against the Germans in such a way as to earn their liking as well as their respect.

A warrior with over sixty years spent in the service of his country, it was singularly appropriate that death should seek him



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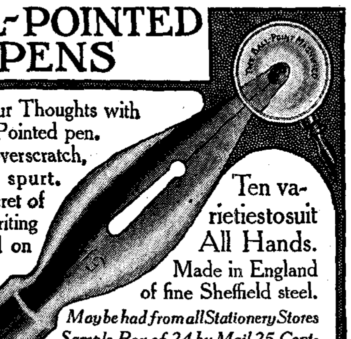

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out on the field of battle, surrounded by his own Indian troops. Nor is it less so that it should have come as the direct result of his determination still to serve his country in what way he might. When one is eighty-two, there would seem little left in the way of service, yet Lord Roberts did not hesitate to make the hazardous journey to France, to greet his old Indian regiment, of which he was still colonel-in-chief. The direct service was a small one, but he gave his life in its performance, and if the oldest patriot can give so much, his example will not be lost upon the younger generations. Nor has this been Lord Roberts's only activity at this time. The Philadelphia *Public Ledger* calls our attention to other deeds less conspicuous but no less valiant:

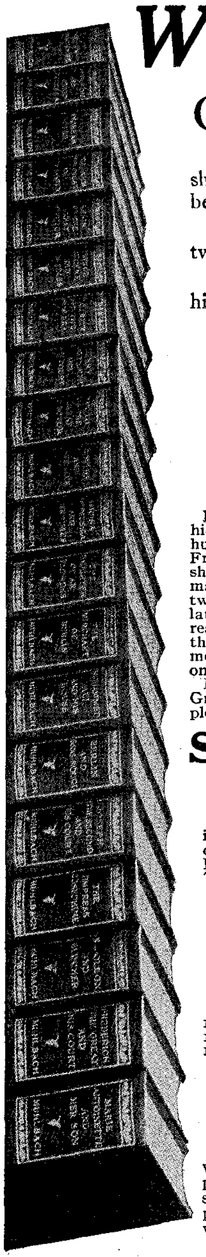
> The veteran's devotion to the interests of the Army, his hard work in this connection, and his seeming good health had been the subject of comment since the beginning of the war. He was the most popular military figure in Great Britain and a national hero without rival in the affections of the people.
>
> Despite his years he had never ceased hard work since his nominal retirement, and as he had often remarked, he lived a rigidly abstemious life that he might preserve his strength for the service of his country.
>
> Lord Roberts worked day and night for the welfare of the soldiers from the outbreak of the present war. He took the greatest interest in the Indian troops and issued an appeal for funds for their wounded and sick. He also made requests for sportsmen to contribute saddles for the Army, which brought a ready response. He made other requests for the loan of field-glasses to officers during the war. And he wrote personal letters of thanks to all contributors.
>
> The great little soldier, fearless of public opinion and regardless of the views of the predominant party, spent the last years of his life in a campaign for the adoption of a system of national service. Now, just as the truth of every word that he spoke, his assertions of the unpreparedness of England for war, and the possibility of raising a great army have been proved, he has died. To the very last he was devoted to the cause to which he had given so many years of toil, and the thought of the gray old man going day by day to the War Office to confer with Lord Kitchener and then hurrying to inspect some newly raised unit, has had much to do with the success with which the Government's call for men has met.
>
> For "Bobs"—as he was affectionately known throughout the Empire—occupied a position in British life which was absolutely unique. Not only was he recognized to be supremely eminent as a soldier, but it was felt that he had won his honors by his own ability and that he valued them only as they enabled him to assist the rank and file of the army and the safety and honor of his country. There were days when a certain jealousy existed between the partizans of Roberts and the only other British general of equal reputation, Lord Wolseley, but in that there was never any suggestion that he participated, for, as Kipling sang, "'E does not advertise."

His birthdays became notable events in the British calendar. Whatever he did was received as the act of a man of profound wisdom and patriotism, and it was only his age which prevented his appointment, instead of Kitchener, to direct the present war.

Another writer, in the New York *Evening Post*, compares the career of Lord Roberts with that of the Duke of Wellington, that other Irishman who also won his spurs in India, fifty years before Lord Roberts began his work there. While there are several points of resemblance, naturally the contrasts between them, mainly of personality, are far more striking. Both, for example, were worshiped by their countrymen and idolized by their soldiers, but in totally different ways. Wellington had the cold reserve of an aristocrat, while Roberts was as frank and warm-hearted in all his dealings as the humblest private in the ranks. The Army was the life and breath of him, and we read on:

> He became saturated with the atmosphere of camp. He was more of a Tommy Atkins than even Tommy Atkins himself. It was the joy of the fight, the thrill of battle, the fun of the thing that appealed to him. A respectful soldiery gave to Wellington the title of "Iron Duke"; an adoring army called Roberts "Bobs"—a nickname born in the barrack-room. Tennyson's stately lines on the death of the man who "never lost an English gun" befitted the memory of Wellington, but what poet would have ventured to write about the victor at Assaye as Rudyard Kipling did in 1893 of the man who had marched to Kandahar?
>
> There is a little red-faced man,
> Which is Bobs,
> Rides the tallest 'orse 'e can,
> Our Bobs.
>
> If it bucks or kicks or rears
> 'E can sit for twenty years,
> With a smile round both 'is ears—
> Can't yer, Bobs?
>
> If a marker's lost 'is place,
> Dress by Bobs;
> If a gun 'as slipt its trace,
> 'Ook on Bobs.
>
> 'E's eyes all up 'is coat
> An' a bugle in 'is throat,
> An' you will not play the goat
> Under Bobs.
>
> What 'e does not know of war,
> Gen'ral Bobs,
> You can arsk the shop next door—
> Can't they, Bobs?
>
> Oh, 'e's little, but 'e's wise;
> 'E's a terror for 'is size,
> An'—'e—does—not—advertise—
> Do yer, Bobs?

Lord Roberts was a man of deep religious feeling, but he never paraded his piety, he never forced it upon those around him. Every Sunday when in the field he attended divine service, yet not a word did he ever speak to his staff suggesting or ordering their attendance. His Christianity was a very simple faith; it had none of that mysticism, none of that perplexity, which entered into Charles Gordon's Christianity, but it was deeply



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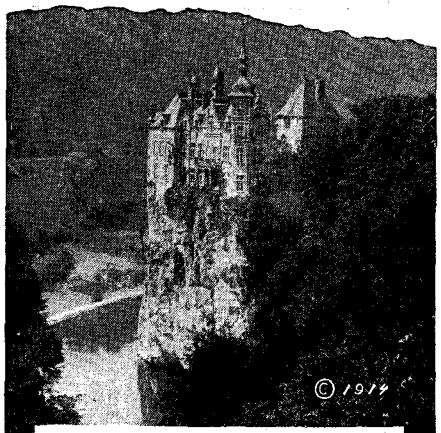

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felt and strenuously observed. When he took the sacrament at Drienfontein, practically in the face of the whole army, soon after he reached South Africa at the time of the Boer War, there was not a hint of the parading of religion. It seemed to those who witnessed the scene only an act of simple faith. Roberts always preached temperance to his soldiers, and he was very severe on those who drank to excess. He would preside at meetings of the Army Temperance Association and extol sobriety, but he did not advocate total abstinence. He never used an oath, but he could use strong, forcible language when he found it necessary, altho he was the smallest officer in the British Army.

The ancestor to whom Lord Roberts owed the fact that he was born an Irishman was John Roberts, who served in King William III.'s Foot Guards at the Boyne, and then settled at Waterford. He had married a woman of Huguenot extraction. These were the great-grandparents of the hero of Kandahar. John Roberts had some ability as an architect, and designed both the Catholic and the Protestant cathedrals at Waterford. His grandson, Abraham, joined the old East India Company's service and remained in it for fifty years, fighting much of the time in Afghanistan and various parts of India. It was at Cawnpur that "Bobs" was born, on September 30, 1832, and as soon as possible his parents carried him off to Europe, for India is no place for British babies.

He began his education at a dame's school; then went to the grammar-school at Carrickmacross, in the County Monaghan. He eventually found himself in the playing-fields of Eton, where so many British soldiers of fame had been trained before him. But Freddie Roberts, as he was called, altho he became a magnificent horseman, was too small to take part in games, and whatever reputation he gained at school was for continuous industry and bright sagacity which earned for him the nickname of "Deductions" at Sandhurst, the training-school of young officers, to which he went after being at Eton for a year and a half. His career showed that the nickname had been selected with prophetic skill. From Sandhurst he went to Addiscombe, which was the special training-school for soldiers taking service under the East India Company; and having passed his examinations, he set sail from Southampton for Calcutta in the early part of 1852, with a second lieutenant's commission in the Bengal Artillery.

Forty-one years, with the exception of short leaves of absence, he spent in India, the half of his whole lifetime. Between them he and his father gave ninety years to that country. Sir Abraham Roberts had returned there soon after his son was settled in Ireland, and after that time saw him only once before the boy, at the age of nineteen, came out with his commission. We are told that, altho these two met at that time almost as strangers, they did not take long to become close friends. At first hand the boy learned his father's experiences in and knowledge of Afghanistan, and, as Lord Roberts himself has told us, it was this knowledge that became of first importance to him when, twenty-five

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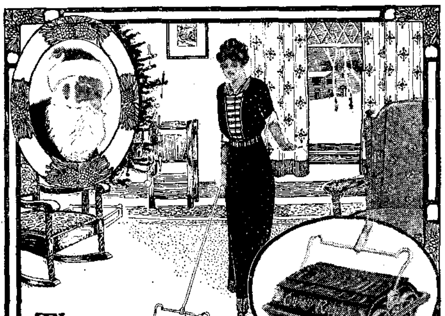

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years later, he was in command of an army in the Afghan territory. He learned more. With his very introduction into India he was taught convincingly as his first lesson in colonial tactics "the value of sympathy and humanity in dealing with savage races, and the importance of endeavoring to control men rather by love than by fear." This is reflected nowhere better than in the preface of his autobiography, which reads:

> The natives of India are particularly observant of character, and intelligent in gaging the capabilities of those who govern them, and it is because the English Government is trusted that a mere handful of Englishmen is able to direct the administration of a country with nearly 300,000,000 of inhabitants, differing in race, religion, and manners of life. Throughout all the changes which India has undergone, political and social, during the present [nineteenth] century, this feeling has been maintained, and it will last so long as the services are filled by honorable men who sympathize with the natives, respect their prejudices, and do not interfere unnecessarily with their habits and customs.

That Roberts practised what he preached, says *The Evening Post*, was shown incidentally when

> Some native Indian officers visited London at the time of the late Queen Victoria's jubilee and dined at the messes of the "crack" regiments. Nothing could have been more striking than the veneration which those stalwart, dusky soldiers displayed toward the little field-marshal, humbly extending their sabers and simitars for him to touch in token of fealty. "Bobs," instead of contenting himself with merely touching the weapons, grasped the officers warmly by the hand, addressing them in Hindustani as "comrades," giving them to understand that all holders of the Queen's commission were equal in his sight, no matter what their color.

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>
> "I could not go to his assistance, as at that moment one of his sowars was in dire peril from a Sepoy, who was attacking him with his fixt bayonet, and had I not helped the man and disposed of his opponent, he must have been killed. The

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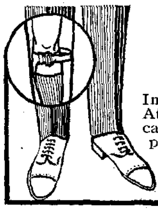

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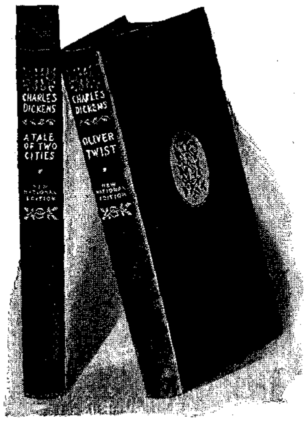

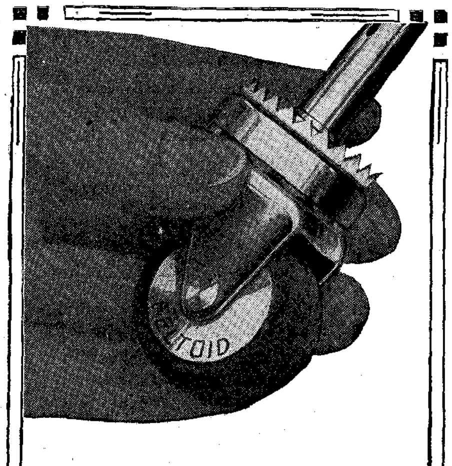

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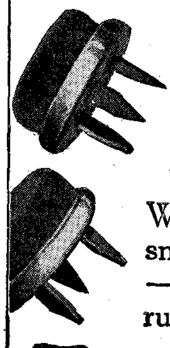

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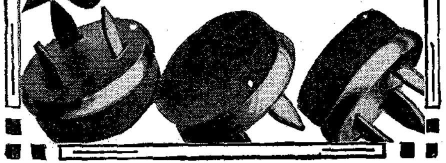

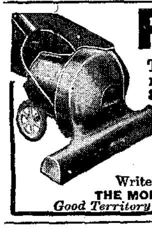

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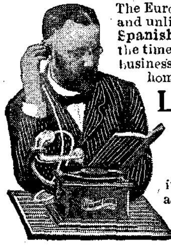

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next moment I descried in the distance two Sepoys making off with a standard which I determined must be captured, so I rode after the rebels and overtook them, and while wrenching the staff out of the hands of one of them, whom I cut down, the other put his musket close to my body and fired; fortunately for me he missed fire, and I carried off the standard."

"For these two acts," he tells his readers in a modest note, "I was awarded the Victoria Cross."

In 1878 Roberts was appointed to the command of the Punjab frontier force—the lance-head of the command of India—and became a major-general in the army, a title that he had previously held only locally. That year matters had come to a crisis between the British and the Ameer of Afghanistan, the great Shere Ali. General Roberts was sent to subdue the rebellious Ameer. With one resistless rush he carried the enemy's stronghold, altho there were more than ten to one against his force. A month after he left Simla he had captured Kabul, where Sir Louis Cavagnari, the British envoy, had been murdered. In the following July, on hearing of the disaster of the Bombay troops under General Burrows at Maiwand, General Roberts, with the approval of Sir Donald Stewart, then in supreme command in Afghanistan, telegraphed to Simla urging that an expedition should proceed from Kabul to relieve Kandahar, where Burrows's routed forces had taken refuge, and restore confidence. The march of his force of 10,000, which left Kabul on August 9, 1880, plunged into regions beyond the reach of news, keeping the British Empire breathless with anxiety till it reemerged from the wilds on the 31st at Kandahar, and broke up the whole Afghan Army on the following day, first making the British nation realize that in Frederick Roberts it had found a new hero. It was he who had sent the "fleet-foot Marri scout" flying,

> To tell how he hath heard afar
> The measured roll of English drums
> Beat at the gates of Kandahar.

Forthwith he became duly famous at home, and received a knighthood as a mark of his Queen's appreciation. But, above all, adds *The Public Ledger*, he established himself as the ideal of the British Army. And of the little General's subsequent career we read in that paper:

"Quick as lightning and tough as steel," he was called while he was still a young officer with his regiment, and he was known as a stern disciplinarian. Those who spoke to the little man standing stiff and straight did not soon forget the sharp, keen glance he could shoot at them or the quick, prompt way in which he could size them up.

But there was a very human side to him. Years afterward, as he visited Eton, he could tell the boys that in the midst of all the anxieties of the Afghanistan campaign he could remember when June 4, the school feast-day, came round and would get the old Etonians of the force around and speak of the days at the old school. Wherever he went in that campaign he had ever with him a body-guard of six native soldiers, two of whom never left his side, and he has spoken of his deep regret as the Kandahar force broke up and regiment after regiment filed past him

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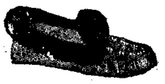

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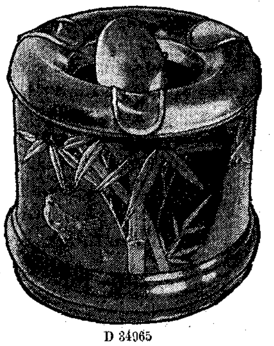

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With the conclusion of the Afghan War Sir Frederick Roberts became again the retired officer of high rank. But he was recognized now as one of the best men in the Army, and twice was selected for active service in the next few years. The first time when, after Majuba Hill, he was appointed Governor of Natal; again, when the Penjdeh trouble arose with Russia in Afghanistan, and he was designated as commander-in-chief of the force which was assembled.

In 1899 the South-African War broke out and British arms met with a great reverse. To Roberts more than to most men the dark days of that December were terrible. His only son and heir was a lieutenant in the Royal Artillery, and hearing that a battle had been fought by Sir Redvers Buller on the Tugela River he went down to the War Office for news. Like other fathers he sought the casualty lists.

As he entered the room he heard an officer say, "My God, there's Bobs's son!"

"What's that? What's that?" the old veteran cried, and then read his son's name amid the list of killed.

Later the story was known how young Roberts had died trying to save the guns, and as a tribute to his heroism Queen Victoria gave to Lady Roberts the Victoria Cross her son had not lived to wear.

But Lord Roberts had no leisure to indulge his grief. Buller had failed on the east, Methuen was checked on the west, and French, yet an unknown man, was merely holding his own on the center. Something had to be done to save the situation and to pull together the campaign, which had been allowed to become absolutely disorganized and might easily end in disaster. So to Roberts the War Office looked, and with Kitchener, the other always successful leader, he was sent out. He was then sixty-eight, and but one indulgence was granted to his years. He was permitted to take with him to the front Lady Roberts and his two daughters.

With Roberts and Kitchener in command, everything was changed. With them went large reenforcements, and now an army, and not a mere expeditionary force, was in the field. After Pretoria, Roberts went home.

There still further honors awaited him. His character as well as his success had still further endeared him to the people. They had read of his care of his soldiers; they had heard how Sunday after Sunday he had been seen going to church with his Bible under his arm; perhaps they smiled as they were told how the stern Kitchener had managed to nullify some act of his superior which had seemed to him too kind-hearted.

The very day he landed in England he had an audience with Queen Victoria, who handed him the Order of the Garter. Next day he made an entry into London, which was turned by the people into a triumph. He was received at Paddington Station by the Prince and Princess of Wales as tho he had been of royal rank, and a few days later on, after his elevation to an earldom, he was again received in audience by the Queen—the last which she gave to any one before her death. When the Kaiser came to London to attend her Majesty's funeral he also honored the Field-marshal and decorated him with the Order of the Black Eagle.

"Roberts of Kandahar," the Emperor is recorded as saying, "has much of the subtlety and ability to perceive his opportunities that have distinguished the greatest military geniuses of the past. I hold him the ablest of to-day's soldiers."

Both houses of Parliament recognized his services by passing formal votes of thanks and granting him the sum of $500,000 for his services in South Africa.

PSYCHOLOGICAL ATROCITIES

THAT many of the horrors of war are but the projections of the morbid imaginings of a few supersensitive people is by now coming to be generally understood. Stories of atrocities have an incredible manner of growth, appearing full-grown, fully substantiated, and incontrovertible in the very places where, it is afterward discovered, no seed of truth or fact was ever sown. One of the most striking examples of the ease with which these tales come into being and persist without foundation is instanced by Robert Dunn, the correspondent of the New York *Evening Post*. The story follows, with an instance of the discipline that actually prevails in war-time and the swift and sure punishment of any act of disobedience that might lead to deeds of violence on the soldiers' part:

The blithe Baron Russell—he of the certain V. C.—took me inspecting his mounts, and on the way rather scotched one's faith in half the tales you hear of brutalities. One story told here and at Crécy, by men and officers alike, always consistent in detail, even to names and places, concerned a bicycle-scout. Of three captured by Uhlans, two escaped and hid in a barn. They saw their comrade shot twice, bayoneted in the face, his body, while still alive, soaked with gasoline from the machine, and both thrown into a haystack which had been set afire. Yes, Russell had heard that; he was in the Intelligence Department, to which the bike-scouts belonged, and he had investigated, thoroughly, to this effect: Not one motor-scout was missing, and none of the name mentioned had ever belonged to the squad!

"But I mustn't tell you all this, or be seen talking to you. If they think you're a spy, what'll they think of me, eh?" and he screwed in his eyeglass. "Silly work mine. Translating prisoners' letters all day. What do you think? Why, each mother's son of them says, 'By the time you get this, we'll be in Paris.' . . . Hello. Look at them. Firing-squad."

We were back in the square. Four men shouldering rifles were leading off down the street two youths with heads forward. They stumbled, shuffled, but not an eye in the throngs seemed aware of them. I was glad, as they vanished over the bridge, that I had not seen their faces.

"What for?" I asked.

"Looting. Two this morning, too. But we were speaking of spies. You said you

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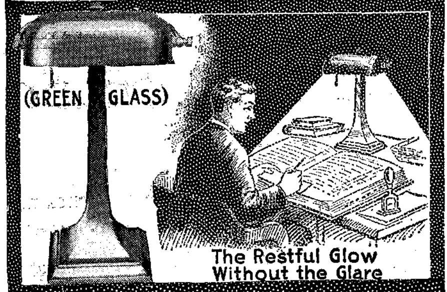
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were at Cateau? Well, we never catch 'em in time. They hang around headquarters. Remember the church there? One was flying carrier-pigeons from the dome of it after we left, giving away our position."

A CHOCOLATE SOLDIER

One of the most pitiful sights on the scene of battle is presented, according to the New York *Tribune*, by the Kaiser's band-master, recently captured in the neighborhood of Ypres. This chocolate soldier was found helpless and alone, not even able to raise his baton in self-defense. It is hard to be a hero when one is only a drum-major. Of the capture we read:

It was on the outskirts of Ypres that a number of soldiers came upon this imposing functionary, seated, disconsolately and deserted on a tree-stump by the wayside endeavoring to tie up with a handkerchief a slight wound in his right hand. He was duly surrounded and informed that he was a prisoner. This increased his undoubted dejection, and he told his captors he had lost his band. He did not even cheer up when informed that it was most probable that if there were a band anywhere in the neighborhood it would be sure to join him in captivity.

"Only," said one of the men, "we told him that a German band would not be allowed to play in captivity because we have other prisoners, you know. We think he might have permission to wear the uniform, for it would always be a bright spot on the somewhat drab scenery of the prisoners' camp. He will not, of course, be allowed to keep the score of 'The Triumphant March into Paris,' the first performance of which was fixt for August 15, but regrettably postponed owing to circumstances over which he, at least, had no control."

THE WEIGHTY WEALTH OF YAP

The island of Yap was not first discovered either by Gilbert and Sullivan or by Montgomery and Stone, but is nevertheless a notable islet in many ways. The Philadelphia *North American* calls our attention to the coinage system of Yap. One is led to consider that, should the Japanese levy an indemnity tax upon the islanders they would need to borrow a German 42-centimeter before they could blow their way out to the sea again:

The chief currency of the island consists of circular limestones with a hole in the center. These limestone coins look like grindstones, are from six to fourteen feet in diameter, and frequently weigh as much as five tons. They come from the Pelew Islands, where there are limestone-quarries containing the only stone used as currency.

A 500-pound stone will buy a pig and a 1,000-pound stone will purchase a wife. Banks are not needed in Yap, for the currency is so heavy that a native runs no risk of having his life savings stolen. Usually he sticks his bank account in his back yard and never worries about it.

Frequently, when a man gets one of these coins, he does not take the trouble to bring it home. He knows that the big grindstone in such and such a house is

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his and everybody else knows it. That is all that is necessary.

The richest family in Yap haven't a grindstone coin on their place. But the wealth of the family consists of the greatest grindstone coin ever quarried. While the stone was being transported to Yap on a raft, the raft capsized and the coin sank to the bottom of the Pacific. This little incident did not detract one iota from the wealth of the family in question. According to the currency rules, they own the stone, even if it is at the bottom of the Pacific, and every one in Yap recognizes their wealth.

AN AUTOMOBILE NURSE-MAID

DR. CHARLES P. STEINMETZ, of Schenectady, New York, announced, recently, that the one way to obtain wealth, the sure way, is to "do things other people don't do." This is an excellent suggestion, but will never be in danger of universal adoption, because doing what others don't demands thinking. As long as it is possible to earn a living by imitating others, by following rules, and with the help of mild experiments by induction, no large portion of workers will submit to the torture of deductive or imaginative thought. The Albany *Knickerbocker Press*, however, remarks upon one girl who is an exception to this rule. She is described as a young Chicago woman "who does her own thinking." She has invented a new trade. She has capitalized what was apparently worthless knowledge, and incidentally, she made her necessity serve her own pleasure, which was, perhaps, the best of all. We read:

> Ruth Timme has done something others did not do. She found automobiles interesting. She learned all about automobiles and how to run them. She qualified herself to drive and care for automobiles in every way. She learned all this when she possest a car of her own.
>
> The time came when for some reason she no longer possest an automobile. She missed her motoring trips sorely, but she observed that many persons who do have automobiles do not use them very much. She also observed that many persons who own motor-cars have children. She also noticed that many persons who own motor-cars are not able to keep a chauffeur. The man of the family drives and cares for the car. When he is away at his office the car stands idle for want of a qualified driver, tho his wife and children may long to use it, and might profitably use it for health and pleasure.
>
> Here was something lacking.
>
> Ruth Timme advertised, offering her services as an automobile nurse-maid. She was laughed at by her friends, but within a few hours after the advertisement appeared her telephone bell began to ring. She discovered she was exactly the person a whole lot of people in Chicago were looking for. So she went to work as an automobile nurse-maid.
>
> She now has all the engagements she can fill, at fancy fees, to take other people's children riding in other people's automobiles. Other Chicago women are imitating her. Ruth Timme has made a success of life. She has done something others don't do.

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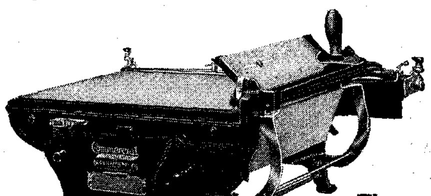

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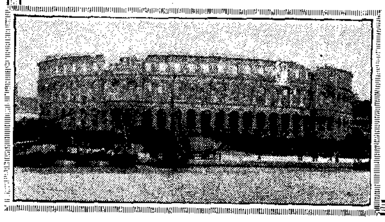

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COMMODITY PRICES MUCH LOWER

BRADSTREET'S index-number for November indicated a further decline in commodity prices; the number then stood at $8.8620, while on October 1 it was $9.2416, and on November 1 last year $9.2252. This indicates a drop for November 1 of 4 per cent. from October 1, and of 10.2 per cent. from the record point reached on August 15 of this year, when the full effects of the war were in force. The only item which showed an advance on November 1 was breadstuffs. Five causes are cited by *Bradstreet's* for this decline: first, the effects of the war "have well-nigh spent their force, and while certain commodities are subject to sudden changes, the situation as to imported supplies is certainly easier." Secondly, the purchasing power of the people "has been curtailed as the result of widespread idleness, and this fact is reflected in the slowness of distributive trade to attain seasonal proportions." Thirdly, depression in cotton throughout the South "results in extraordinarily low prices, which phase of affairs makes for reduced prices on some manufactured textiles, altho Southern developments are now improving." Fourthly, the iron and steel industry "exhibits clear evidence of weakness and light profits." Fifthly, cereal crop-producing regions are "favored with exceptionally high prices, and in consequence, principally because of heavy exports, price-trends in that respect run counter to the general movement, which is downward." In its comments on the change, *Bradstreet's* says:

"The index-number for November 1 is the lowest registered for any corresponding date since 1908. It is 3.9 per cent. under that of November 1, 1913, while being 6.5 per cent. below the like date in 1912, at which time prices were extraordinarily high; it is three-tenths of 1 per cent. less than that for November 1, 1911; it shows a drop of two-tenths of 1 per cent. from November 1, 1910, and it discloses a fall of 1.1 per cent. from that date in 1909, when, as may be recalled, householders as well as manufacturers were bitterly complaining about the high cost of commodities. While prices here have fallen 4 per cent. in a month's time, English prices have receded just a little over 1 per cent. The groups making up the index-number are set forth in the following table:

	Nov. 1, 1913	*Aug. 15, 1914*	*Oct. 1, 1914*	*Nov. 1, 1914*
Breadstuffs	$0.0941	$0.1001	$0.1073	$0.1116
Live stock	.4285	.4860	.4930	.4415
Provisions	2.3891	2.5006	2.4441	2.3753
Fruits	.2009	.2305	.1841	.1736
Hides and leather	1.3675	1.4300	1.4375	1.4175
Textiles	2.5935	2.3704	2.2495	2.1854
Metals	.6979	.8707	.5453	.5279
Coal and coke	.0070	.0067	.0067	.0067
Oils	.3565	.3755	.3636	.3434
Naval stores	.0744	.0784	.0794	.0794
Building-materials	.0831	.0822	.0816	.0816
Chemicals and drugs	.5917	1.0096	.9429	.8529
Miscellaneous	.3410	.3088	.3066	.2652
Total	$9.2252	$9.8495	$9.2416	$8.8620

"Only one group (breadstuffs) advanced within a month's time, nine groups declined, and three remain unchanged, these being coal and coke, naval stores, and building-materials, altho the undertone in such commodities as turpentine, rosin, coke, and lumber is weak, and it is probable that attractive orders bring out cheaper prices than those published. Live stock receded on reduced prices for heavy horses, beeves, and hogs. Provisions moved downward because a variety of commodities declined; carcasses of beef, hogs, mutton, family beef, pork, bacon, hams, cheese, mackerel, coffee, sugar, tea, rice, and beans went off, the drop in mackerel being especially noteworthy, and these declines more than offset higher prices for milk, eggs, lard, butter, and peas. Fruits fell, chiefly on account of weakness in lemons. Hides and leather went off, thanks to lower quotations for union and oak leathers. Textiles descended owing to losses in raw cotton, hemp, jute, print-cloths, and standard sheetings. Metals slumped because of all-around weakness. Oils went off on recessions in linseed- and cottonseed-oil, exports of which have been affected by the European War, and, of course, the depression in the South also affects the first-named article, while weakness in flaxseed is reflected in the price of linseed-oil. Chemicals and drugs receded chiefly because of another sharp fall in the price of carbolic acid. The miscellaneous group worked downward, principally owing to a smart loss in the price of hops. Breadstuffs ascended as the result of an enormous demand for wheat for export, while other cereals also exhibited marked strength.

"Additional evidence of the easier movement is obtained from the fact that forty-nine commodities worked lower during the period October 1–November 1, while only twelve advanced and forty-five remained steady or unchanged.

"In the subjoined table the respective monthly totals are merged into averages for the years set forth, the index-number for 1914 being based on the months that have thus far elapsed:

1914.....$8.8914 1913.....$9.2076 1912.....$9.1867

1911	$8.7132	1901	$7.5746
1910	8.9881	1900	7.8839
1909	8.5153	1899	7.2100
1908	8.0094	1898	6.5713
1907	8.9045	1897	6.1159
1906	8.4176	1896	5.9124
1905	8.0987	1895	6.4346
1904	7.9187	1894	6.6846
1903	7.9364	1893	7.5324
1902	7.8759	1892	7.7769
Ten-year av'ge	$8.3377	Ten-year av'ge	$6.9696

"Twenty-two full years, with eleven months of 1914, are covered by the foregoing. The present level is lower than the index-numbers for any of the years 1913, 1912, 1910, and 1907, but it is 2.4 per cent. higher than the index for 1911."

WHAT OTHER WARS HAVE COST

In a discussion of the economic aspects of the present war, the New York *Times Annalist* summarizes the cost of other wars in modern times and their "aftermath in trade and finance," as outlined originally by Edgar Crammond in *The Quarterly Review*, of London. Mr. Crammond says, as others have said before him, that there is no parallel in history to the strain placed on international finance by the present war, both during its progress and after its conclusion. He refers in this statement chiefly to the nations engaged in the war, the United States being in an exceptional position of advantage, altho it can not entirely escape the financial consequences. Mr. Crammond cites the Franco-Prussian War of 1870, the Boer War of 1902, and the

Russo-Japanese War of 1905. Following are points in the summary:

"In degree rather than in kind will the economic effects of this war differ from those of wars in the past. The struggle is hardly different, albeit it is being waged on a scale beyond all precedent. The Franco-Prussian War lasted from July, 1870, to March of the next year. The French lost 21,500 officers and 702,000 men. Sir Robert Giffen put the total cost of the war to France at about $2,720,000,000. Counting the indemnities to Germany and indirect losses, the total cost was raised to $3,600,000,000. Sir Robert estimated the national income of France the year before the war at $3,000,000,000 and her annual savings at $300,000,000. Thus the war's cost was equivalent to more than one year's national income and to twelve years' saving.

"The foreign trade of France at first was not greatly affected. In 1869 imports were $626,500,000 and the exports $615,000,000. Next year imports were $556,000,000, exports $572,000,000. By 1872 France's foreign trade had risen sharply. Imports amounted to $689,000,000 and exports to $735,500,000. It was in raw materials that the principal shrinkage during the war occurred, while the principal decrease in exports occurred in manufactured goods.

"The German troops engaged in the struggle with France averaged 1,250,000 men, and Germany's losses were 6,247 officers and 123,400 men. The cost of the war to Germany was officially estimated at $387,750,000, which does not include the cost of reestablishing the army nor other incidental expenses of the war. Allowing for the indemnities paid by France and the value of the ceded provinces, Germany realized a profit of $820,000,000.

"The South-African War had lasted over thirty-one months when it came to a close in May, 1902. The British forces numbered 448,000 men, and the losses in killed and wounded 44,700 men. The direct cost of the war to the Imperial Exchequer was $1,055,780,000. The war added about 25 per cent. to the national debt. It absorbed a sum practically equivalent to two years' saving. The *Bankers' Magazine's* figures showed that the average amount of capital offered for public subscription in London for foreign and colonial investments for the three years from 1900 to 1902 was $235,800,000, and the value of British exports of manufactures during these years averaged $1,424,300,000. For the three years from 1906 to 1908, when the effects of the war had been largely overcome, the average amount offered for subscription for foreign and colonial loans, etc., had increased to $524,600,000, and the average value of exports of manufactures to $1,964,500,000. The writer makes no attempt to estimate the indirect losses occasioned by the South-African War. He cites that during the ten years following its outbreak the market value of British railway stocks declined by about $1,500,000,000, and Government stocks by about $950,000,000. The war was one cause of this decline, but other factors contributed to it.

"The Russo-Japanese War came to a close at the end of August, 1905, after having lasted eighteen months. The Japanese forces numbered more than 1,000,000 men, and their losses were about 135,000 men. The direct cost to the Japanese Government was over $1,000,000,000, and Japan's indirect loss about $175,000,000. The war was financed mainly by loans, 78.4 per cent. of the total being charged to national debt, while no less than 21.6 per cent. was met out of revenue.

"Russia employed well over 1,000,000 men, and her total losses were about 350,000. Mr. Crammond, while pointing out the difficulty of arriving at the actual cost of the war, owing to the form of the Russian budgets, estimates the direct cost of the

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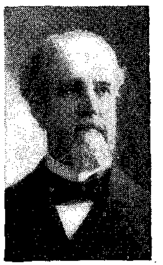

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war to Russia at over $1,500,000,000. Her share of the cost of the war was covered by increased taxation.

"Mr. Crammond points out that the rapidity with which Russia, and to a smaller extent Japan, recovered from this war is noteworthy, and he adds that, when the comparatively slow recovery which England made from the effects of the South-African War is taken into account, the conclusion is suggested that a very large proportion of the financial losses occasioned by war in any part of the world is pretty sure to fall finally, in one form or another, upon London. Mr. Crammond writes:

"The main factors which determine the cost of war are: (1) the number of troops employed; (2) the length of the war; and (3) the extent of the economic development or the wealth of the belligerent Powers. In respect of the destruction of life and wealth, the war of 1914 can not fail to eclipse any war that has taken place in the history of the world, because six out of the seven great monetary centers of the world are directly involved.

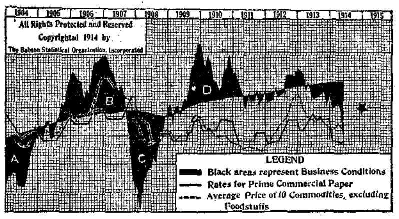
"In a discussion of our position, Mr. Crammond says:

"The United States Treasury and banks contain an enormous stock of gold, but it may be doubted whether New York possesses either sufficient reserves of capital or an adequate number of experts in *haute finance* to enable her to take up the rôle which London has filled so well. Moreover, America probably owes the United Kingdom in one shape or another £600,000,000; and the supreme test of New York's financial strength will be applied in the course of the next few months, when London attempts to move an appreciable portion of her credits to this side of the Atlantic at a period when, in all probability, Paris and Berlin will also be trying to do the same thing with their credits in New York."

BAGGAGE AS A NEW SOURCE OF RAILROAD REVENUE

In the decision of the Interstate Commerce Commission on the question of higher freight-rates, rendered on August 1 of this year, it was intimated to the companies that means other than increased freight-rates might be found by the roads as sources of relief. In line with this suggestion, railroad managers have since been devoting themselves to close scrutiny of all departments of railroad operation with a view to making certain forms of service, heretofore unremunerative, a source of new income. One of these is the transportation of baggage for which at present up to a certain weight no charge is made. It seems not unlikely that the railroads may find it practicable eventually to impose some regular charge for all baggage except such as is carried by hand. Railroad men say that it is not equitable to charge the same fare for a passenger who has no trunk as is charged for the passenger who has one. One estimate of the amount of the income that might be derived by all the roads from baggage is $15,000,000 a year. Before these charges could be made, however, changes would be necessary in laws as they now stand in some States. Following are items pertaining to the subject as printed in *The Wall Street Journal:*

"The commission emphasized its view that the freight department should not have to stand the burden of unremunerative passenger service; that the transportation of passengers should not be conducted on an unprofitable basis, but should pay its own way. There is a school of transportation students which contends that the passenger business need not necessarily be



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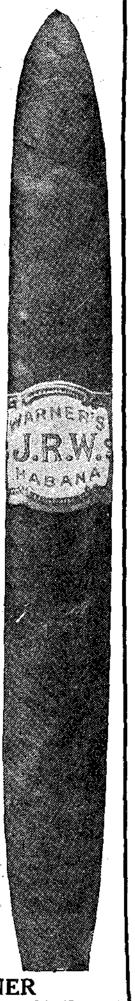

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conducted to yield a direct profit, that it is a desirable condition that people should live at a distance from the cities and be given low-priced transportation thereto, and that the railroads should obtain their compensation indirectly in the movement of the freight to the suburban districts, and that even as regards other than commutation service passenger-rates should be as low as possible.

"With the official sanction of Federal authority, however, steps have been taken to make the passenger business more nearly pay costs, and already mileage tickets, certain through rates, and rates to intermediate points have been advanced. The matter of railway mail pay will be 'up to' Congress at the next session, and other services are now undergoing investigation. The matter of the transportation of baggage is one of these.

"State laws and Federal regulation provide that carriers must transport free of charge personal or sample baggage up to 150 pounds in weight, and in the case of immigrants at port of landing up to 250 pounds. In the very early days of railroading it was attempted by the carriers to charge for the transportation of baggage, but competition among the roads soon stopt this source of revenue, and later the custom of carrying baggage free was crystallized into law by the interpretation by the courts that the contract by the carriers to transport the individual implied the obligation to carry personal baggage.

"The baggage problem increased in complexity, and now the free handling and transportation of trunks and other baggage involve substantial costs to the roads. Chairman Elliott, at the New Haven annual meeting, referred to the movement on foot among all the railroads to permit the railroads to charge ten cents a trunk to cover the cost of handling. In theory, at least, it would appear discrimination to charge $5 for carrying an individual from Boston to New York and to charge no more for carrying another individual with 150 pounds of baggage.

"Baggage facilities are by force of necessity located in the big stations on expensive real-estate sites, and the rent burden alone, if justly prorated, would appear out of all proportion to the revenue received from excess baggage. In addition to this are the wage cost of the force of employees, both in the stations and on the trains, devoted to the care of baggage and other costs of handling and moving.

"The New Haven, in the year ended June 30, 1914, carried over 87,000,000 passengers. On this road about 43 per cent. of the passengers travel on commutation or book tickets, so that only somewhat less than 50,000,000 of the passengers carried may be said to be in the baggage-carrying class. The road carries over 7,000,000 pieces of baggage a year, or, roughly, an average of one piece of baggage for every seven passengers.

"On another Eastern road, a 'freighter' and more typical of the country's railroads as a whole than the New Haven, which derives more revenue from passenger service than from freight, the ratio of pieces of baggage to passengers carried is one to 4.7. The amount of revenue which the roads receive from excess baggage is not appreciable: the New Haven somewhat over $135,000, and the other road referred to $47,000.

"The roads of the country as a whole in the 1913 year carried 1,033,000,000 passengers. On the basis of the condition prevailing on the two roads referred to above, this would mean that they carried between 150,000,000 and 200,000,000 pieces of baggage for which up to the 150-pound limit they received no revenue, the excess baggage revenue amounting to $7,600,000. The average journey of the railroads' passengers is about 34 miles, and for the

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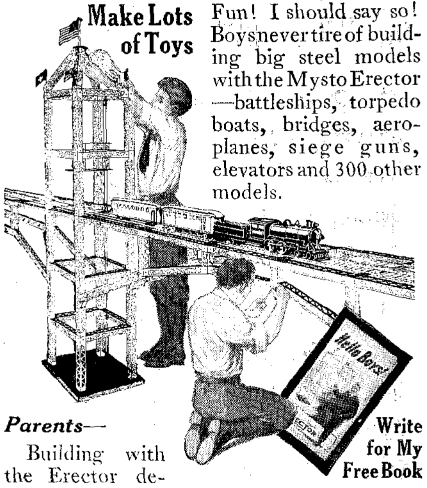

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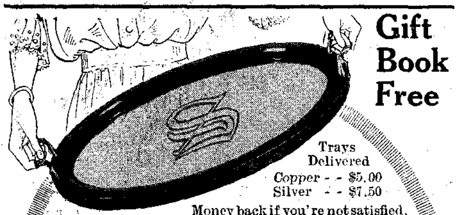

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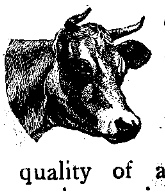

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Important.—EDWARDS—" Will you dine with us this evening? We are going to have a pheasant."

EATON—" And how many guests?"—*Boston Transcript.*

Asked Too Much.—FOND MOTHER—" Do you detect any signs of genius, Professor?"

THE PROFESSOR—" Madam, I am not a detective."—*Puck.*

Strife.—DEAR SWEET THING—" Aren't you feeling well?"

STEADY—" No, I ate German noodle soup and French fried potatoes for supper and they won't arbitrate."—*Lehigh Burr.*

To His Taste. — MOTHER — "Now, Freddie, if you're disagreeable to Cousin Ethel she won't come and play with you again."

FREDDIE—" Is that a promise?"—*Life.*

The Four Ages of Hair

Bald,
Fuzz,
Is,
Was.

—*New York Sun.*

The Usual Way.—MRS. RUREL—" I want you to kill a couple of chickens for dinner."

NEW COOK (late from the city)—" Yes, mam. Which car shall I do it with?"—*Puck.*

Puzzled.—OLD LADY—" I've brought back this war-map you sold me yesterday, Mr. Brown. It's not up to date. I've been looking all the morning for Armageddon, and can't find it marked anywhere."—*Punch.*

" Made in the U. S. A."—WILD-EYED CUSTOMER—" I want a quarter's worth of carbolic acid."

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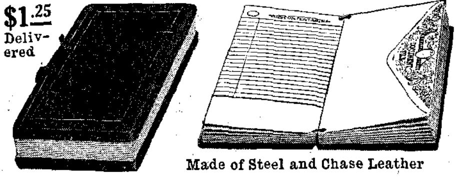

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A Groan.—"Isn't your wife a clipper!"
"She's more. She's a revenue-cutter!"
—*Judge.*

Over the Horizon.—Friend—"This is a nice studio you have. Is the rent high?"

Artist—"I don't remember."—*Cleveland Leader.*

Qualified.—"Well, well! did you ever milk before?"

"Not exactly, but I've had a good deal of practise with a fountain pen."—*Scribner's.*

Prodigal.—Nurse—"Why, Bobby, you selfish little boy? Why didn't you give your sister a piece of your apple?"

Bobby—"I gave her the seeds. She can plant 'em and have a whole orchard."—*Judge.*

Heart of Oak.—Public-House Diplomatist (to second ditto, with whom he has been discussing the ultimate terms of peace at Berlin)—"I shouldn't be too 'ard on 'em. I'd leave 'em a bit of the Rhine to sing abaht!"—*Punch.*

Peace at Any Price.—"What is the shape of the earth?" asked the teacher.

"Round."

"How do you know it's round?"

"All right, it's square, then; I don't want to start any argument."—*Columbia Jester.*

Between Friends.—A country editor wrote: "Brother, don't stop your paper just because you don't agree with the editor. The last cabbage you sent us didn't agree with us either, but we didn't drop you from our subscription list on that account."—*Boston Transcript.*

Cannon Food. — Customer — "Here, waiter. Where are the olives? Hold on. Bring me half a melon and some cracked ice."

The Waiter (loudly)—"Dumdums, half a bombshell, and a bowl of shrapnel."—*Cleveland Leader.*

Much Worse.—"Mirandy, fo' de Lawd's sake, don't let dem chickens outer dis here yard. Shut dat gate."

"What fur, Aleck; dey'll come home, won't dey?"

"'Deed dey won't. Dey'll *go* home."—*Columbia Jester.*

A Difference.—Hostess (at party)—"Does your mother allow you to have two pieces of pie when you are at home, Willie?"

Willie (who has asked for a second piece)—"No, ma'am."

"Well, do you think she'd like you to have two pieces here?"

"Oh," confidently, "she wouldn't care. This isn't her pie!"—*Louisville Times.*

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—*Judge.*

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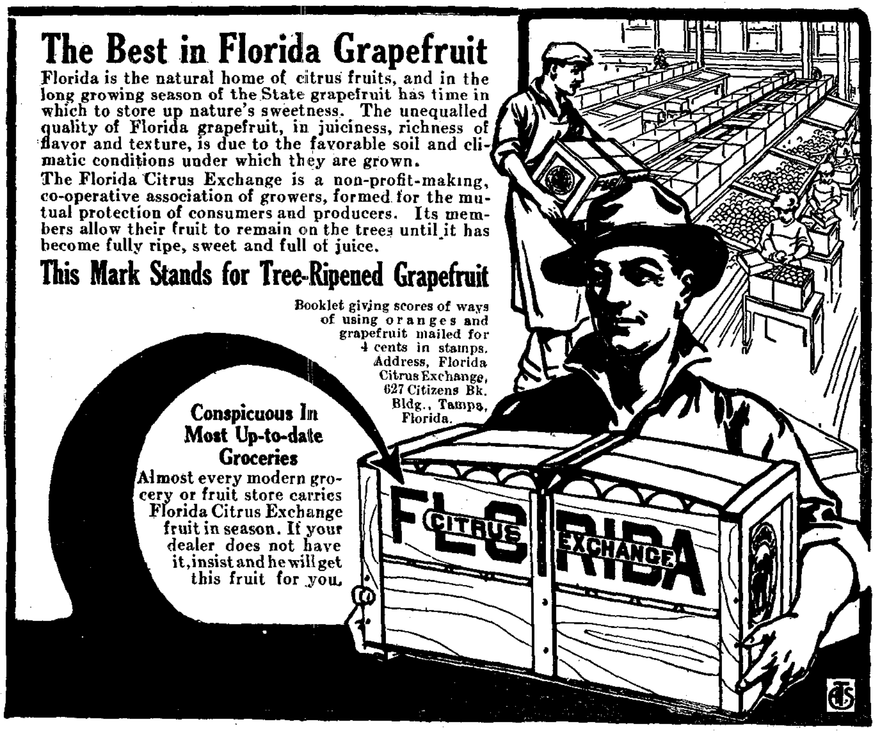
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CURRENT EVENTS

EUROPEAN WAR

IN THE EAST

November 12.—General Rennenkampf's Russian troops capture Johannisburg, in East Prussia, gaining control of the frontier railroad connecting Lyck, Oertelsburg, and Soldau. The siege of Przemysl is resumed.

November 13.—Petrograd reports German troops marching on the Russian-Polish border, in a forty-mile battle-line extending from Rypin southwest to the Vistula at Wlozlawsk and extending along the left bank of the Vistula westward.

Vienna admits that the Austrians have evacuated Central Galicia, and that the Russians occupy Tarnow, Jaslo, and Karno on the road to Krakow. But a bad defeat of the Russians east of Przemysl is claimed.

November 14.—Fighting is reported between the Germans and Russians near Soldau, where the latter claim to have obtained the town of Rypin.

November 16.—Rome claims that the city of Krakow has been set on fire and that the inhabitants are deserting it.

Berlin states that a battle south of Stallupöhnen has checked the Russian advance in East Prussia, and also that the Russian forces in the neighborhood of Soldau have been repulsed, falling back on Plock. There is a report of a German success at Wlozlawsk, on the Vistula, in Russian Poland, where 23,000 Russian prisoners are taken.

Austria reports a sortie from Przemysl that results in the defeat of a strong Russian column.

November 17.—Russia reports the German forces in East Prussia still falling back.

German reenforcements for the Austrian forces in Galicia are said to be concentrating daily.

November 18.—Petrograd reports the repulse of the German advance-guard between the Warthe and Vistula, but admits a successful German action near Lenczyca and Orloff, 50 miles northwest of Lodz. A continued Russian advance in East Prussia is claimed, with fighting near Gumbinnen and Wagerburg. Berlin reports new battles in the Lodz region and a Russian retreat from Soldau toward Mlawa.

IN THE WEST

November 12.—The German attempt to gain Ypres continues with violence, the British troops having held the city successfully for three weeks of daily attacks.

November 13.—The Allies report a general progressive movement, extending as far as Bixschoote, including retaking a village east of Ypres. Berlin claims heavy damage inflicted upon the Allies by German marines at Nieuport, and the repulse of French attacks east of Soissons, with heavy losses to the enemy.

November 14.—The Allies report the repulse of two severe attacks by the Germans near Ypres. Berlin reports that all operations have been much hindered by bad weather, but that slow progress is being made. The French are said to have been driven out of a commanding position near Berry-au-Bac, and to have suffered heavily in the Forest of Argonne.

November 16.—Fresh inundations by the Belgians extend the flooded area south of Dixmude.

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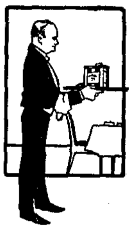

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November 17.—The Battle of Flanders is renewed in full intensity by the Germans. The Allies report progress between Armentières and Arras, in the Argonne, and on the heights of the Meuse.

November 18.—Violent cannonading continues along the battle-line in France. The Germans blow up part of Chauvoncourt, near St. Mihiel. It is stated that the Allies' attacks south of Verdun and southeast of Cirey, near St. Mihiel, are repulsed to their loss.

GENERAL WAR NEWS

November 12.—Petrograd reports Armenians in large numbers joining the Russian troops against the Turks. Berlin reports that the Turks capture the fortifications of El Arish, Egypt.

November 13.—Hungary grants to the Roumanian population of Transylvania the long-sought rights of educational autonomy, the use of the Roumanian language, and an increased representation in Parliament.

November 14.—Mail advices bring first word of the sinking of the British superdreadnought *Audacious*, struck by a mine off the north coast of Ireland on October 27.

November 17.—The first ship from Canada with Belgian relief supplies arrives at Rotterdam: the *Tremorvah*, from Halifax, with 3,500 tons of food, the gift of the people of Nova Scotia.

The Russian Squadron is said to have left Helsingfors, Finland, with the intention of engaging the German Baltic Fleet, of which a squadron bombards the Russian Baltic port of Libau.

The Russian Black Sea Fleet bombards Trebizond.

November 18.—Great Britain accepts a tender of the Pacific Islands by the

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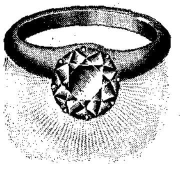

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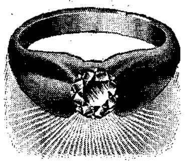

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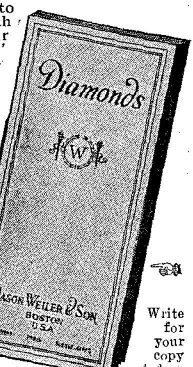

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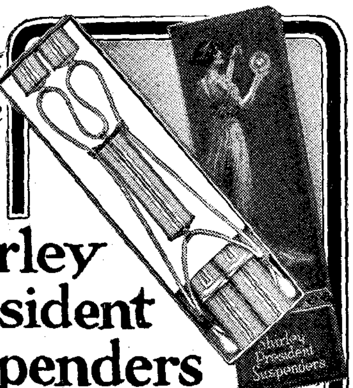

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Japanese, and will hold them with an Australian force.

GENERAL FOREIGN

November 14.—Field-Marshal Earl Roberts dies in France after a two-days' illness of pneumonia contracted while with the British expeditionary forces, whither he had gone to visit the Indian detachments, of which he was colonel-in-chief.

All parties in Mexico declare an armistice to last until November 20.

November 15.—Parisians and Belgians in Paris celebrate the name-day of King Albert of Belgium.

November 16.—It is reported that Carranza announces his willingness to retire from office in favor of Eulalio Gutierrez, and that Villa also agrees to leave the country.

November 17.—General Obregon assumes military authority at the Mexican capital, claiming that pressure from Villa causes Gutierrez to reject Carranza's proposal.

November 18.—It is officially reported to this Government that Turkish land forces at Smyrna have fired upon a boat's crew of the cruiser *Tennessee* who were entering the harbor in the *Tennessee's* launch. Ambassador Henry Morgenthau at Constantinople is charged with demanding an explanation from the Ottoman Government. The commanders of the *Tennessee* and *North Carolina* are ordered to take no action involving this Government without instructions.

In Mexico the Constitutionalists under Carranza have established the capital at Orizaba. General Obregon, commanding Mexico City, sends a force in the field to check Villa, who has occupied Guanajuato and Irapuato, 50 miles to the northwest, without resistance, according to the report.

DOMESTIC

November 12.—Interviewed by representatives of the National Independence Equal Rights League, the President refuses to alter his policy of segregation of negro and white civil-service employees.

The *Thelma*, chartered by John Wanamaker to carry aid to the Belgians, sails from Philadelphia with a 2,000-ton cargo of food, contributed by citizens of that city in a campaign conducted by Philadelphia newspapers.

November 14.—On the recommendation of Rear-Admiral R. S. Griffin, Engineer-in-Chief of the Navy, Secretary of the Navy Daniels authorizes that the new superdreadnought *California* shall be equipped to be driven with electric motors. The *California* is to be built at the New York Navy Yard, and will be the first electrically driven war-ship ever built.

November 16.—The twelve National Reserve Banks, established by the provisions of the new Banking and Currency Law, open to receive the reserve deposits of the member banks and applications for rediscount.

Maj.-Gen. W. W. Wotherspoon, retiring, Brig.-Gen. Frederick Funston, now in command of the United States occupational force at Vera Cruz, is promoted to the rank of Major-General.

November 18.—Ohio begins State-wide preparations for the reception of Myron T. Herrick, retired Ambassador to France, who leaves Paris November 28.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. K.," Philadelphia, Pa.—The phrase "Non ti scordar di me" means "Do not forget me," and not "You do not remember me," which is "Non ti ricordi di me." Thanks are due to several correspondents for pointing out the *lapsus calami* in THE LITERARY DIGEST for October 17.

"J. P.," New York, N. Y.—"Kindly answer the following questions: (1) In acknowledging a letter, which is the proper way, 'I have yours of April 29,' or 'I have yours of April 29th'? (2) When closing a letter, is it proper to place a comma after 'I am' or 'Believe me' when used in the following manner, 'Thanking you for your letter, I am, Yours very truly'? (3) In a sentence such as this 'A friend of Mr. Brown's,' should Brown be written in the possessive case or not?"

(1) "I have yours of April 29" is correct commercial English for "I have received your letter of April 29." Where *th* is used the date should be inverted, "Your letter of the 29th of April." (2) The comma is commonly used and usage makes the rule. The phrase "Yours very truly" is a parenthetical phrase separated by commas. "I am, yours very truly, John Brown." (3) The possessive is required because Brown is in the objective case—object of the preposition "of." The sentence written in full would be, "He is a friend of (the number *of*) Mr. Brown's (friends)."

"W. C. F.," Heardmont, Ga.—"Kindly inform me whether the semicolon is ever used in addressing a person or persons at the beginning of a letter; as, 'Dear Sir;' 'Gentlemen;' etc. Please give the distinction between the uses of the colon (:), the colon followed by the dash (:—), and other marks that might be used in this way."

The colon is used to separate one complete clause from another. It is used also as a sign of apposition or equality to connect one clause with another that explains it, as in introducing a list, a quotation, an enumeration, or a catalog: or, to join clauses that are grammatically complete yet closely connected in sense: or, to mark any discontinuity in sense or grammatical construction greater than that which is indicated by a semicolon, but not sufficient to require a period or dash. The dash is an idiosyncrasy and serves no other purpose than to make the break more abrupt.

"M. H. B.," Orangeburg, S. C.—"Please tell me which form is better for a wedding invitation, 'Judge and Mrs. J. W. Brown,' etc., or 'Mr. and Mrs. J. W. Brown,' etc."

It is not usual to bring into family affairs the offices held by parents. "Mr. and Mrs. J. W. Brown request the pleasure," etc.

"L. W. P.," Rockford, Ill.—"In writing condensed statements of stories and other literary productions what is the preferred name for each statement—*synopsis*, *abstract*, or *rêsumê?*"

Synopsis is the correct word to use.

"M. V. V.," Weston, N. J.—"I do not care to have my reading marred by your grotesque fads of spelling. 'Altho' does not spell 'although' and 'confest' is manifestly an absurdity. Phonetic spelling stamps the user as a faddist."

The saving of two years in a child's education by training it along the lines which lead to phonetic spelling seems to us worth while. The simpler spelling used in THE LITERARY DIGEST is the earlier spelling. The original form of the word *altho*, if we could reproduce it here, is such that you would not be able to recognize it. The form which we use to-day and to which you object dates from the year 1449, and has been used in English through the centuries by such eminent writers as Peacock in 1449, and Shaftesbury in 1711, and others to this day. As regards the word *confest*, in poetry this form is quite common to-day; but apart from poetry, it dates before the time of Milton, who used it in 1643; Rowe did the same in 1708; Shenstone followed his example in 1763, and Barlowe used it in 1808. Almost any work of the great poets of modern times can be consulted and this form found.